

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

July 2015



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Secretary: Graeme Wood

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Tigers in the Far North

by John King

When Graeme Wood suggested I might like to go in ZK-APT to the Tiger Moth Club's summer fly-in at Kaikohe, mentally arranging schedules and things took all of a couple of milliseconds. I hadn't flown any distance in a Fox Moth since a couple of West Coast legs in 1997 in ZK-ADI, but I was still reasonably current in DH83 cabin access—not easy to accomplish with any dignity—and looked forward to appropriate transport to a vintage event.

The weekend's weather forecast was not great, with showers turning to rain later. Stan Smith was originally intended to share his cabin, but recent hip work (see above under access with dignity) kept him at North Shore for the weekend.

Preparations at North Shore mostly involved pulling aeroplanes out of the Smiths Tech-Air hangar, unfolding wings and then pushing aeroplanes back under cover as the next shower went through. The sky wasn't completely dark and ragged, even showing the odd patch of blue sky, so we persevered. Taxying back from the fuel pumps revealed a dead spark plug, but Graeme, being of a cunning engineering persuasion, knew which set of plugs to investigate and soon had no 3 port sorted out, plus baffles and cowls reassembled. He gave the distinct impression of having done this sort of thing before. With no more showers to discourage flight, we piled gear and self into cabin and were off northwards, in company with Tony Payne in Moth Minor ZK-AKM. The northerly was dead on the nose and the air lively in sunshine and choppy thermals as we skirted Kaipara Harbour's intricately indented eastern shore and passed close to that little place of aviation history, Pahi.

You don't know Pahi? The picturesque but otherwise unremarkable settlement on a peninsula jutting into the northern reach of the Kaipara Harbour, southeast of Matakoho, is where J.W.H. Scotland was born on 21 September 1891. Will Scotland is best known for achieving New Zealand's first planned cross-country flight when he flew his Caudron biplane *Blue Bird* from Invercargill to Gore on 20 February 1914, a feat well recognised and still celebrated by the good folk at Mandeville (think Weekend Eight).



Grant and Denise Wilson over the Northland countryside.



Tony Payne en-route to Kaikohe in Moth Minor ZK-AKM. Previously owned by Tony's father, Dudley Payne, the aircraft is now with Stan Smith at North Shore (see accompanying letter from Dudley Payne).

The weather looked ominous to the west, with the peninsula on the far side of the Wairoa River shrouded in cloud and rain. A front was obviously approaching, but while we'd arranged beforehand to pause at Dargaville to consider weather options, that airfield's single runway 04/22 gave cause for concerns about a crosswind in the northerly. Arrival overhead showed the wind to be straight down 22, however, so we landed and conferred. A couple of blokes in the clubhouse were of little use for local advice, merely shaking their heads and making noises of extreme doubt, but we elected to try for Kaikohe, always with the known bolt hole back at Dargaville. The rain didn't appear to be getting any closer but was close enough, obscuring the far edge of the town on the other side of

the river as we took off, headed east up the Wairoa River and turned left up the Tangowahine Valley, an obvious low-level route past Twin Bridges with hills rising to more than 2000 feet on either side. To the right was partly cloudy with bright conditions; to the left, not far off the wingtip, was dark with continuous rain; in the middle was cloudy but smooth with unlimited visibility, so no problems.

The headwind seemed to have disappeared and Kaikohe turned up as advertised. One of New Zealand's wartime aerodromes constructed near major hospitals, ready for the mass evacuation of wounded servicemen in the face of relentless Japanese advance, it was never actually used for that as the tide of the war turned, but it did see bomber training. Today Kaikohe's huge grass expanse (17/35 is 1540 by 140 metres, 13/31 is a mere 925 metres and the third vector is disused) is uncluttered by commercial operations except for some skydiving and sees mainly weekend gliding.

Graeme's touchdown in ZK-APT was feather light, giving rise to



Peter Bradfield 3 points ZK-BLI on the marks to win the spot landing competition.

thoughts of flukes or else that he had this thing well sussed. The barbecue in Mesa Land's hangar was a cut above average and, if Saturday's weather behaved itself, the weekend held much promise.

Our club likes to stage its summer AGM fly-in at a different grass aerodrome each year, usually somewhere interesting and preferably well away from controlled airspace. With membership well scattered throughout the country, including a decent number overseas, fly-in organisation falls upon some hapless soul who typically has some aero club or similar backing.

Mesa Land volunteered for the 2015 event, and since Kaikohe ticked most of the grass/interesting/no ATC boxes, as well as being a first for the club and almost as far north as suitable aerodromes are found, Mesa had the job. The lack of local club infrastructure might have been seen to be a problem, but with the backing of Auckland-based secretary Graeme Wood, who seems to know an inordinate number of useful people in Northland, things went ahead with apparent smoothness.

Anybody who has organised an event of this sort well knows that smooth and seemingly effortless running depends on a large amount of background effort, but it has to be said that not one weakness could be discerned at Kaikohe. Even a coffee caravan dispensing the real thing was provided, and the food was rather better than average. The only thing not utterly brilliant was the weather, but not even the most capable organiser has any control over that.

Numbers were a bit lower than usual, probably because of the distances involved, but four versions of Moth were present (Fox,

Aircraft arrivals at Kaikohe for the AGM;

DH82A Tiger Moths;

BLI. Peter Bradfield.

BEC. Wayne Edwards and Tracy Dixon.

CCQ. Jim and Cheryl Schmidt.

BJQ. Phil and Matthew Welcome.

BFF. John and Gloria Pheasant.

BEN. Dave Phillips and Louis McNair.

ALK. Grant and Denise Wilson.

BMV. Jan Chisum and Des Strong.

BAH John and Penny Baynes.

Other De Havilland Aircraft:

APT Fox Moth. Graeme Wood and John King.

ADT. Gypsy Moth. Jerry Chisum and Jeannette Lei.

AKM. Moth Minor. Tony Payne.

CVM. DHC1 Chipmunk. Keith Skilling.

Piper Cubs;

BKW. Kevin Paulson.

BTX. Bruce Coulter.

Other Aircraft;

NZ1098. Harvard. Ace and Jeannie Edwards.

EVL. Tomahawk. Dave Butler and Leanne Paulson.

BDY. Auster J5. Les Wilson.

EAW. SD-4 Viper. Barry Kane and Jan Chisum.

CMP. Citabria. Wayne Tantrum and Ryan Southam.

DFU. Cardinal. John Eaton and Kristof Berthoud.

WTF. Tecnam. Name not recorded.

TJS. Tecnam. Jimmy Summercup.

RJD. Piper Arrow. Peter Upton, plus 3 Pax.

MBY. Thorp S18. Mesa and Debbie Land.

CPC. Taylor Monoplane. Local.

Gipsy, Minor and Tiger), plus single representatives of Auster, Chipmunk, Citabria, Cub and Harvard. Gipsy Major aviators might like to know that only a more modern engine gave any trouble.

At Northland's geographical centre, Kaikohe has a population of just under 4000 and, unlike the rather more prosperous Bay of Islands area to the east, has schools with decile 1 rating and concomitant atmosphere. Latent concerns about security of delicate aeroplanes picketed on an open aerodrome were met by the local rugby club, camped overnight nearby in a fundraising effort, and plenty of publicity in local newspapers brought droves of spectators to watch this unfamiliar phenomenon of colourful elderly biplanes.

Containing them involved one of the more inspired pieces of organisation. The aerodrome lacked any fencing, and having crowds wandering among fabric aeroplanes with turning propellers could be harmful to both man and machine. The answer was orange plastic netting, the sort of thing usually erected around holes in the ground but in this case pegged out flat. People set up their seats and rugs behind the virtual fence, but if they wanted to see things up close there was no physical barrier. The general air of cooperation and bonhomie was remarkable.



Keri-keri ATC unit members provided invaluable help during the Kaikohe fly-in, and were rewarded with rides in various aircraft.

At the morning briefing, Graeme, in the absence of president Jim Lawson who was otherwise detained by a family crisis, explained that the cadets of 25 Squadron, District of Kaikohe Air Training Corps, were there to give a hand. All bore written parental permission to go flying and would be grateful for some air experience, and every one of them was taken up in some sort of Moth that day. As a bonus, Jamie Graham's name was drawn out of a hat and Ace Edwards took him flying in Harvard NZ1098.

Among the spectators were many familiar faces, aviation people retired to the Far North. Highlights for me were catching up with such people as Greg Bryham, fellow conspirator in Auster ZK-AXJ all those years ago, and Mike and Rosie King, now retired from active flying having sold their RV-6. I first met Mike 25 years ago the morning he was assigned the right-hand seat in ZK-AXJ for the Tiger Moth Club's 1990 North Cape to Bluff rally, and on that very first leg I reminded him of the Auster's ability to fly low and slow—close to the sea in an effort to rouse a fishing boat from its snug little rocky cove and come and rescue the occupants of a ditched J-3 Cub, appropriately registered ZK-ARG, near Cape Reinga (long story). Mike was polite enough not to complain, then or since.

That long-distance rally was uppermost in the mind of John Baynes, too. Exactly 25 years ago he bought Tiger Moth ZK-BAH and, with Derek Ellis along to keep an eye on the biplane tyro, took part in the rally from his base at Otama, near Mandeville. To celebrate the quarter-century, this time he and Penny reversed the route and, after rounding Bluff, flew northwards with the odd little adventure along the way, rounded North Cape and took part in the Kaikohe knees-up. For their efforts they featured in Saturday evening's prizegiving after the annual dinner. Penny was awarded the John Crosbie Memorial Trophy for having the most interesting flight to the fly-in, while John was deemed, not unnaturally, to have spent the longest time in an open cockpit to get there (Penny cheated with the odd airline leg).

But before that was a full day's flying—bombing, spot landing, aerobatics, perfect loop, air race (more accurately time trial), non-instrument circuit—the usual sort of thing. A change of runways part-way through the flying meant the early competitors had to cope with more crosswind than Tiger Moths are supposed to stand, but spot landing winner Peter Bradfield was one of those and so it didn't matter overall. The fresh breeze, forecast in the region of 20–30 knots, didn't seem to faze anybody and

wingtip runners weren't much in evidence, but ground manoeuvrability was aided by a soft, largely mossy surface that let skids dig in well. Didn't do much for the surface, though.

A cheery face, looking pinkly English and wearing a genuine Leica (with actual film, too!) revealed itself to be Dave Welch. The poor fellow, looking forward to a relaxed day of looking at and photographing elderly aeroplanes, was roped into judging the things instead. He tried to escape by relating the sad story of a Luscombe event but was assured no Tiger Moth people hold grudges for long, and a subsequent email suggested he made it home unlynched.

The rain held off until after David Phillips did an aerobatic display, everything was finished and aeroplanes were being picketed for the night, by which point it didn't really matter. The overnight front gave clearing skies for Sunday's homeward flights—and naturally another headwind in the sou'westerly.

A loose gaggle headed straight out to the west coast to Maunganui Bluff in the hopes of catching some ridge lift down the long unbroken shore cliffs to Kaipara Head. The sunshine was welcome, the scenery was interesting and Graeme appeared to have no trouble with navigation. Just before North Shore we met up with Tony in the Moth Minor which had left Kaikohe not long after us, and Graeme pulled off another absolute greaser on ZK-APT's home turf.

Sums up Fox Moths, really. They're comfortable and with good passenger visibility, and Arthur Hagg and his team made a good job of designing it more than 80 years ago.

Just one thing, though. However did they manage to cram four people and goodness knows how much mail, freight and dogs into that small cabin and fly it all up and down the West Coast in the 1930s?

Special Trophy

A special trophy made by Committee member Wayne Edwards was presented to John and Penny Baynes at the AGM fly-in prize giving.

It recognised the precautionary landing John made in a paddock on his way to the Fly-in, when his engine started running rough.

Unfortunately he clipped a barbed wire fence at the end of the landing roll inflicting slight damage to the right lower wing.

The Trophy was crafted from the wire and pieces of the wingtip.



A Quick Trip to the USA - 08 June 2015

The hard working Committee preparing the Kaikohe residents for the influx of itinerant aviators for the Tiger Moth's Club Annual General Meeting at the beginning of March, had everything in hand, so it was time to consider our individual flights. I had arranged to borrow an aircraft, which was to remain incognito until I arrived at Kaikohe. It had been thirty odd years since I had last visited the lovely grass "paddock" in a similar aircraft and was looking forward to a fun weekend.

A week before I was due to leave Ardmore and head up to Kaikohe, my wife received a phone call from my Sister in Oregon, that her husband was seriously ill and not expected to recover. Fortunately I have a friend in the travel industry, who was able to arrange all the travel and visa documentation and I was on a plane up to San Francisco the next morning. When I got to Eugene, Oregon and had time to think, I realised that all the things I had to do for the Kaikohe sortie, would have to be passed on, this is where Graeme Wood, our Secretary, shouldered a lot of extra work, with many phone calls and emails we were able to put things in order.

Oregon is a beautiful State, famous for its timber and with a climate very much like Dunedin. On the plus side

of my visit, my Sister drove me all round the surrounding area of the city of Eugene, which is close to where she lives. We visited beaches, lakes and reservoirs, covered bridges, airfields and a vintage aviation museum. But the highlight of the touristy thing, was a one day visit to the Evergreen Aviation and Space Museum at McVinnville, about an hours drive from Eugene.

Upon arrival at the gate to the museum it was obvious I was in the USA, where everything is oversized, this place was huge, parked at the gate was a Boeing 747 and perched on the roof of the first building, was a Boeing 737, signs of things to come ? ! ! Yes. My real reason for this visit was to see the biggest aircraft in the World, the Spruce Goose, H4 Hercules by name, designed by Howard Hughes and built by his team of very clever carpenters and engineers. It is more than sixty six years since, in the hands of it's designer, it took to the air for its first and only flight, the rest is history.

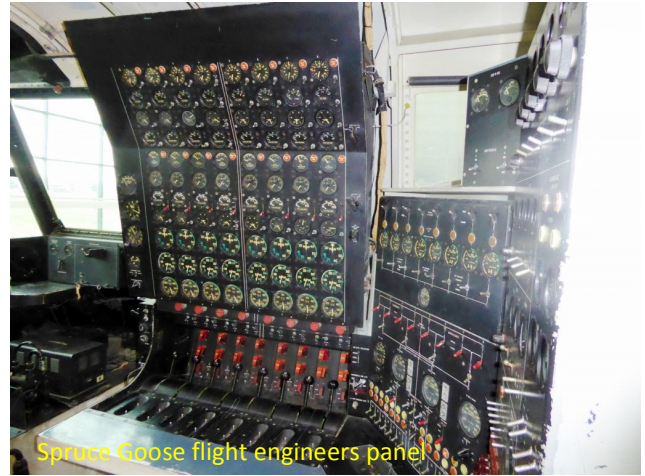
Upon entry into the museum building, I could hardly believe the enormity of this eight engined, wooden flying boat I had come to see. Nestled under one wing was a Dakota, a Grumman Goose and several other aircraft. I was fortunate to talk with a volunteer who obviously picked up on my intense interest in flying boats, (I was with TEAL in the flying boat days,) he surreptitiously unlocked the door which took us to the steps, that led up to the flight deck. It was obvious, to me, that I was



Spruce Goose hangared in the Evergreen Aviation and Space Museum at McVinnville, Oregon.

walking on hallowed ground, I could hardly contain myself, the flight deck was huge, it made a Solent flying boat flight deck look like the cockpit of a Chipmunk. There was seating for twenty people/crew, two of which were for the flight engineers, their panels were a mass of gauges. One could walk into the wings and along a cat walk behind the engines and as the wings narrowed in chord, would have to be on hands and knees to reach the fourth engine.

I took so many pictures of the Spruce Goose, that my camera ran out of power and that was before I visited the aerospace museum, which was in another building of similar size. If one gets the chance to be in the vicinity of the Evergreen Museum, it is a must see. I enclose a few pictures which will give you an idea of the size of the Spruce Goose when it is compared with some of the other aircraft, under and around it. One of the pictures was taken of yours truly sitting in the left hand seat, complete with a hat, similar to the one that Howard Hughes wore when flying Hercules.



All too soon the time came for me to leave Oregon and I was not looking forward to another fourteen hours in the aluminium tube. But first I had to get passed all the, wide and varied security measures the Americans have in place at their airports. At one point I experienced the x-ray machine, but all was well and I did not get thrown into the can. At last, the flight was called, I boarded the plane and was on my way home.

As far as the AGM at Kaikohe was concerned, I need not have worried, Graeme Wood with his team and our hosts Mesa and Debbie Land, pulled off a great weekend. Thank you all for your efforts. I must mention here that Mesa is Alan Land's nephew. Alan is one of our long standing members and has been on the Committee for years.

Jim Lawson

President, Tiger Moth Club NZ Inc.

Letter from Dudley Payne to John King

Hello John!

Enjoyed your article in *Aviation News*. Would you believe I bought AKM from an Ashburton farmer for £400 in 1959 (Tigers were £100). It was then painted the top half fuselage in earth brown, the bottom forest green, two gallon tins of these colours came with the aircraft. You couldn't see the aircraft against the hills in the Otaki circuit so had it painted cream and orange.

Otaki airstrip would be a good venue for the Tiger Moth Club gathering. Kapiti Aero Club from PP use it all the time—it's about a mile south of Otaki on Gorge Road (how about a directory of airstrips?). There's a Christian Fellowship Camp within walking distance. Up on Mt Hector there's a Devon and an Oxford.

I often wonder where all the Tigers have gone—they must be hidden away in sheds around the country. Occasionally I hear the sound of a Gipsy Major—that's the Harris Tiger, flown by Bill and his son Joseph.

Anyway, keep up the good work and the wheels on the Riley turning.

Regards,

Dudley Payne



Aero Deco. Napier 2015.

The Napier Aero Club have been involved with the Napier Art Deco weekend for some years, participating in the festivities associated with the weekend at Napier Airport.

This year the Tiger Moth Club was invited by the Aero Club to Napier for the weekend, to add to the ambience of this popular event.

In all, seven Tiger Moths were in Napier for the weekend, as well as Stan Smith's classic Fox Moth, ZK-APT, and Jan Chisum with her lovely Gipsy Moth, ZK ADT. Tiger Moths in attendance were the Napier based ZK-AJP, flown by Joe Harris. Gisborne based ZK-BAL, flown by Paddy Callaghan and Paul Corrin. ZK-BFF from Tauranga with John and Gloria Pheasant. Jerry Chisum from Hastings in ZK-BMY. Wayne Edwards in ZK-BEC from Pukekohe. Jim and Cheryl Schmidt ZK-CCQ from Kaipara Flats, and Grant and Denise Wilson from Ardmore, in ZK-ALK.



Fox Moth ZK-APT leads 8 Bi-planes over Marine Parade, Napier, entertaining the large crowd at Art Deco 2015.

Several other Club members including Peter Fahey, Rob Mackley, and Kevin and Leanne Paulsen arrived in various other aircraft, to make it a happy and memorable weekend.

Several flights were carried out from Friday evening through Sunday including formation flights each day along Marine Parade where the main festivities were being held. The organisers reported the aircraft were a welcome sight to complement the era the event celebrates.

Our thanks to the members of the Napier Aero Club for the organising of the occasion, and their friendly hospitality. The Committee are working with them in hoping to make it an annual occasion. The dates for the 2016 Aero Deco are 19th, 20th, and 21st, February.

2016 AGM / Fly-in

Dannevirke was endorsed as the preferred venue for the 2016 AGM/Fly-in. Conveniently situated in Southern Hawkes Bay, and with the town only a few minutes drive away, the large grassed airfield is ideal for our annual competitions.

Hosting the fly-in is the Dannevirke Flying Club, who are keen to have us there for the weekend. The dates have been confirmed as March 4th to 6th. 2016. Recommended motels in Dannevirke are Viking Motor Lodge, Ph. 0800 279271, and Gateway Motor Lodge, Ph. 06 3748076. Accommodation is at a premium in Dannevirke at this time of the year so it is recommended that rooms be booked early.

These two motels are holding all rooms for us, but it is necessary to identify yourself as Tiger Moth Club at the time of booking.

Congratulations

Ardmore based maintenance shop, Aero Technology Ltd., has been awarded Aircraft Owners and Pilots Association (AOPA) "**Maintenance Shop of the Year**". Aero Technology Ltd., is owned and managed by club member Greg Ryan.

Taumaranui Spring Fly In

The annual spring fly-in will again be held at Taumaranui.

The dates for this popular event are October 16th—18th 2015.



TIGER, by Stuart McKay

BizEd Resources have advised us that they have taken delivery of Stuart McKay's new book "Tiger".

The book will be retailing for \$69.95 but I can supply it to you and your members for **\$49.95**.

Please email at macdave@paradise.net.nz or text (027 2836382) if you are interested.

Jeannette Lei Elected to Life Membership.

Long term Taumaranui based Club member, Jeannette Lei, was unanimously elected as a honorary

Life Member of the Club at the recent AGM held in Kaikohe. In nominating her, Vice president Jan Chisum, noted her large contribution and commitment to the Club in organising the Taumaranui annual Spring Fly-in, and regular attendance at the AGM over many years.

Membership Subscriptions.

At the last Committee meeting, a discussion was held on moving to a new system of billing for annual membership subscriptions.

It is hoped to have this in place later this year. Meanwhile, a Membership renewal form is attached for your attention. If you have not yet paid please do so promptly. If paying by internet, be sure to include the word "subscription" in the reason for payment.



TROPHIES.

We have a number of trophies which are earned, (by hook or by crook) for the various activities that take place at both Taumarunui and the chosen place for our Annual General Meetings.

These trophies have been gifted to the Club by members, some current and some of a bygone age. They have all been gifted for a reason and all have their own story to tell, which is very important to us, as a Club and to the Donors and their families.

Some of these trophies, when they were donated, came in a suitable container, which has been important for their protection while in transit, either be it in the luggage compartment of the winners aircraft or while being transported by other means.

Some of the trophies did not come in containers, but some trophy winners, seeing the vulnerability for damage in transit, have fabricated a suitable container, for which we thank them very much.

I am asking current trophy holders, to consider, if at all possible, making a suitable container for their trophies safe transit.

Some of our trophies have come with a written history, this is a very important factor in keeping alive the reason for the trophies existence.

Time has a way of dimming the memories of people and some of the real stories behind a trophy get lost, so I am asking if any of the Donors or their families could write to us, with the history surrounding their particular trophy.

To help with this I enclose a list of the trophies without a history and the Secretaries address.

Graeme Wood, Postal Centre 14, Ardmore, Papakura, Auckland, 2244

| TROPHY NAME. | PRESENTED FOR. |
|--|---|
| Murray Neich Memorial Trophy. | Youngest competing member. |
| E.F. Harvie Memorial Mug | Most helpful member. |
| John Crosbie Trophy. | Most interesting flight to fly in. |
| Dudley Paine Cup. | Most magnificent Moth. |
| Temple Martin Memorial Cup. | Most original Tiger Moth. |
| Loretta McGarry Rose Bowl | Best vintage aeroplane. |
| Scott Greaves Memorial Trophy | Best return to service. |
| Noya Smith Tankard. | Bombing. |
| Stan White Memorial Cup. | Perfect loop. |
| Simon Spencer-Bower Cup. | Aerobatics. |
| E.J.Schaefer Trophy | Non instrument circuit. |
| John Mackie Memorial Trophy | Spot landing. |
| R. Brodie Trophy. | Air race/time trial. |
| Pine Park Trophy. | Longest flight to a meeting in an open cockpit. |
| Ross Duncan Memorial Cup. (Taumarunui) | Committee decision. |
| Ross Duncan Memorial Cup. (AGM) | Committee decision. |

NEW RELEASE TITLE MARCH 2015

TIGER!

The DH82 Tiger Moth



BOOK TITLE: Tiger: The DH82 Tiger Moth
AUTHOR: Stuart McKay
DIMENSIONS: 290 x 216 mm
PAGES: 304 pages
BINDING: Hardback
PHOTOS/ILLUST: Over 500
ISBN: 9780859791823
ARRP: \$69.95 ex GST
PUBLICATION DATE: March 2015
IMPRINT: Crécy
SUBJECT: Aviation
EDITION: 1WP

KEY SELLING POINTS

The Tiger was used in military service in almost every British & Commonwealth air force.

Over 1,000 DH82s were manufactured in Australia and New Zealand.

The Tiger remains in widespread use as a recreational aircraft, and is a feature exhibit in many aviation museums today.

Author recognised as one of the world's leading experts on the de Havilland Moths.

Over 500 photographs & illustrations

ABOUT THE BOOK

Alongside the Spitfire and Lancaster, the DH82 Tiger Moth biplane is one of the few aircraft that even the non-enthusiast can identify at first glance. This recognition comes in part from the Tiger's amazing longevity - first flown in 1931, the Tiger Moth was still active in military service in the 1960s, when Royal Navy Tigers were flying on and off aircraft carriers. Easy to fly, but difficult to fly well, from the first the Tiger was a trainer but it has also been used as glider tug, crop sprayer, film 'stunt' plane and wing walker platform. In 1940 Tiger Moths were even fitted with anti-personnel bombs and the Tiger also flew on floats and from catapult launchers. With over 8000 built, the Tiger saw service with almost every British and Commonwealth air force, as well as being exported to air forces in South America, the Middle East and the Pacific. The Tiger also saw service in civilian flying clubs around the world and even today, at least 250 Tiger Moths remain airworthy.

ABOUT THE AUTHOR

Stuart McKay learned to fly on a Gipsy Major-powered Beagle Terrier 2 in 1963 and three years later commenced building a Jodel D.9 which made its maiden flight from Heathrow in 1969. In 1970 he acquired the redundant Tiger Moth glider tug F-BGJE, but pressure of work meant that it was not flying again until 1997, registered as G-AZZZ. He is Founder and Secretary of the de Havilland Moth Club and is also Editor of the Club magazine 'The Moth'. In recognition of his services to the Club he was awarded the Bronze Medal of the Royal Aero Club in 1984 and appointed MBE in 1997. He is perhaps the world's leading expert on de Havilland Moths.

PUBLICITY DETAILS

Will be reviewed in major Australian and New Zealand magazines.

TIGER MOTH CLUB OFFICIAL MERCHANDISE

After numerous requests from members and the public alike, your committee has been investigating merchandise opportunities.

Available now is the official club pin, for which limited numbers are available ex stock for the criminal price of \$15.00 plus post and packaging if necessary.

We also have a few 40th Anniversary badges available at \$10.00 each.

In response to great demand, the club has negotiated embroidered t-shirts at \$20.00 and embroidered polo shirts (with a pocket) at \$30.00 – excellent value so be sure to get in quick with your order.



| | Size | Price | Quantity | Total |
|---|------|-------|-----------------------------|-------|
| 40th Anniversary badge | | \$10 | | \$ |
| Official Club Pin | | \$15 | | \$ |
| Embroidered T- Shirt | | \$20 | | \$ |
| Embroidered Polo Shirt | | \$30 | | \$ |
| Donation to Scholarship Fund | | | | \$ |
| Postage & Packaging | | | | \$ |
| Total, cheque enclosed and mailed to our secretarial address, or direct deposit (preferred) to ASB 12 3194 0023828 00 - Please ensure you include your name as reference when making an internet deposit and email notification to woodsy@clear.net.nz | | | TOTAL PAID | \$ |
| Please send the package to... | | | I will pick this up from... | |



Tiger Moth Club of New Zealand Inc

MEMBERSHIP APPLICATION FORM

| | | | | | | |
|---|--|-------------------------|--|---|--|--|
| Surname | | Christian Name/s | | | | |
| Address | | | | | | |
| | | | | | | |
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| 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 | | | | Graeme Wood Private Bag 14 Papakura 2244 Auckland | | |
| 2 | | | | | | |
| 3 | | | | | | |
| I wish to donate \$ to the Scholarship fund | | | | Email: woodsy@clear.net.nz | | |



Tiger Moth Club of New Zealand Inc

SUBSCRIPTION NOTICE

2015

| | | | |
|--|----------------|--|--|
| Name | | | |
| Address | | | |
| Email | | | |
| Contact Phone | | | |
| Mobile | | | |
| Aircraft | | | |
| Cheque enclosed for | | Please Make Cheques payable to | |
| Annual Subs | \$20.00 | Tiger Moth Cub NZ Inc | |
| Vountary Donation to Scholarship Fund | | or... I will pay by Direct Credit | |
| Total Paid | | Date Sent/Paid: | |
| Please return form to: Graeme Wood Private Bag 14 Papakura 2244 Auckland Email: woodsy@clear.net.nz | | ASB 12 3194 0023828 00 <small>Please ensure you include your name as reference when making an internet deposit, and email notification to...</small> EMAIL: woodsy@clear.net.nz Fax: (09) 309 1536 | |



Tiger Rag



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President: Jim Lawson

Vice President: Jan Chisum

Secretary: Graeme Wood

Treasurer: Eddie Doherty

Events Manager: Paul Doherty

Life Members:

Simon Spencer-Bower

Jim Lawson

John Pheasant

Loretta McGarry

John King

Alan Land

Les Marshall

Jeannette Lei

Committee members:

John Baynes

Jerry Chisum

Tim Dennis

Grant Drinkrow

Wayne Edwards

Robert Gordon

John King

Alan Land

Colin Smith

Ryan Southam

Grant Wilson