

# TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

Feb 2016



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## Welcome to the first 2016 publication of the Tiger Rag.

This Year promises to be very active for the Club. On Sunday January 17<sup>th</sup>, five Tiger Moths, plus ground support crews from the Club, attended the 50<sup>th</sup> Anniversary of the Walsh Memorial Flying School. Organised by Grant Wilson, the contingent took approximately 50 of the students plus others for rides in their aircraft. See the separate report from Jim Lawson in this issue.

We have again been invited by the Napier Aero Club to Aero Deco on the weekend on February 19<sup>th</sup> to 21<sup>st</sup>. All members and aircraft are welcome to attend this event and participate in the formation and other flying associated with the weekend. Members who would like to attend this weekend please contact The Secretary. There is limited accommodation available subsidised by the Aero Club, and this is allocated on a first come first served basis.

### 2016 Tiger Moth Club Annual Fly-in and AGM.

Two weeks after Aero Deco, on March 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup>, the Club Annual Fly-in and AGM will be held at Dannevirke.

Hosting the event this year is the Dannevirke Flying Club, who are to mark the occasion with the opening of their new Club rooms. The events programme for the weekend is;

Friday 4<sup>th</sup>. Arrivals, familiarisation, and local flying. Barbeque and drinks at Airfield from 6pm, provided by the Dannevirke Flying Club. BBQ charge will be \$20.

Saturday 5<sup>th</sup>. Briefing at 9am. Competitions commence immediately after briefing. Lunch and refreshments available at the Airfield. Annual dinner and Prize giving at Dannevirke Services and Citizens Club, 1 Princess St. Dannevirke. Buffet dinner will be served at 8pm., followed by the prize giving for the days events. Members attending the dinner may use the Services Club from any time on the evening.

Sunday 6<sup>th</sup>. Annual General Meeting will be held at Dannevirke Flying Club commencing 9.30 am. See agenda in this issue of Tiger Rag. After the meeting, our hosts have organised flights to local airstrips for those who wish to partake.

### Accommodation.

The Viking Motel is fully booked. Other accommodation is at;

Destinations Motor Lodge, 197 High St. Ph. 06-3748055

Gateway Motor Lodge, 14 Stanley St. Ph. 03-3748076

The accommodation recommended, and the Citizens and Services Club are all within reasonable walking distance. Shuttle transport will be available to and from the airfield and to the dinner if required. The usual donation for this service is applicable. Prompt accommodation bookings is recommended as it is filling up fast.

### Registration.

Attached to this edition of the Tiger Rag is a Registration Form for the Annual Fly-in. To organise catering and logistical requirements we need pre-registration with a fee of \$60. The fee covers some of the many costs incurred over the weekend, including the 3 course Dinner, landing fees, provision of security, safety fencing, toilet facilities, and drum refuelling. Please register early, as per the instructions on the form. If paying by Internet, please ensure your name is included. It makes our Treasurer's task easier.

### 2017 Annual Fly-in and AGM

In line with the Club policy of having every third Annual fly-in in the South Island, the committee are recommending that the members accept the offer of Omarama Airfield Ltd., to host the 2017 Fly-in and AGM at Omarama. This will be a great venue, with on field accommodation and facilities, no airspace restrictions, and the spectacular McKenzie country and Southern Alps to visit. A proposal will be put to the AGM at Dannevirke for approval of this venue.



8 Tiger Moths on the flight-line at Taumarunui Spring Fly-in

## Trophy Holders.

Holders of trophies won at last years Annual fly-in are requested to return these to the President, or bring them to Dannevirke if they are attending.

## NOTICE of ANNUAL GENERAL MEETING.

Notice is hereby given that the Annual General Meeting of the Tiger Moth Club of New Zealand will be held on Sunday March 6<sup>th</sup> 2016 at the Dannevirke Flying Club, Dannevirke Airfield, commencing at 9.30 am.

Agenda.

Apologies.

Minutes of the last AGM held at Kaikohe, March 2015.

Matters arising.

Presidents report.

Treasurers Report.

Correspondence.

Election of Officers.

Venue for 2017 AGM and Fly-in.

General Business.

Graeme Wood, Secretary.

## The Walsh 50th

January 2016 was the 50<sup>th</sup> anniversary of the Walsh Memorial Scout School, which for those not versed in such matters, celebrates the endeavours of brothers Leo and Vivian Walsh, who set up the first flight training school in NZ back in the early stages of WW1, turning out many famous NZ pilots.

The Tiger Moth Club of NZ Inc. decided some years ago to provide a presence and introduce young budding aviators to the obvious fun benefits of the Tiger and other vintage types. This was so well received that we have continued the 'tradition', last year and the year before putting up 3 tigers and giving returning scouts a short introduction to open cockpit flight.

This year, our member Grant Wilson planned and executed the mission, which was hugely successful again. 3 tigers from Auckland, ALK with pilot Graeme Wood, BLI with Peter Bradfield, and BEC, as usual disguised as Tiger 42, flown by Wayne Edwards, who prepared for the event by exposing his feet to the rigours of the Heaphy track and it's accommodating sandflies.

BMY was flown from HS to TG by Jan Chisum, and thence with BFF and John Pheasant to Matamata, all 5 arriving on field within seconds of their intended 0830.

Grant brought ground support in the form of a truck with fuel and oil, and spent the entire day keeping all aircraft fed and lubed. He also arranged to have ground handlers from the scout school to marshal etc, while Louie MacNair and Issac Stemson and our indefatigable President Jim looked after loading victims into the aircraft, briefing, prop swinging and a host of other tasks.

Due to the busy operations being conducted at the field with the scouts on ab initio training in about 20 spam cans, with full Airways control tower service, we divided into 2 flights, Alpha and Bravo, and operated formation take-offs and landings, which has proved successful now for 3 years, cutting down waiting times and congestion. Only really possible at Matamata due to it's great length and width. First solos were operating simultaneously, and a total of 41 students went solo during the 2 weeks of the camp, giving some indication of the huge effort put in by the attending instructors and other volunteers.

Our own efforts saw 61 rides given during the one day. ALK and BLI in Tiger Alpha, and BFF, BMY and BEC in Tiger Bravo flight spent about 4 hours total flight time each, with short breaks for refreshments, and a slightly longer break waiting for the NH90 Big Windy to get out of our way. By some strange chance, Jan Chisum seemed to be the preferred pilot for most of the girl scouts, and gave each the personal briefing, due to lack of proper electronic intercoms, preferring to pat them on head and wag sticks. BEC seemed to spend more time looping than most, while BFF chose to conduct gentle introductory manoeuvres such as rate 4 turns and power off stalls. Most of my pax were from 6-22 total flight times, 2 had not yet soloed. As an aside, not all were scouts, this year at the school they had 2 girl Air Cadets, (Airforce) and at least 1 boy who is a Naval cadet.

After a very full day, we departed for home, BMY direct to HS and 3 to AKL, and BFF to TG. Grant was invited to attend the awards dinner on the following Thursday evening, but was unable to attend, so John and Gloria Pheasant were asked to take his place. Had to fly in of course, which was a mistake, as the speeches and awards went on a while, and with ECT rapidly approaching had to depart shortly after entrees. Before that though I was able to thank all and sundry for the great day we had, and when I explained that Grant Wilson had donated all fuel and oil for all 5 aircraft as well as watching someone else fly his plane all day, he and we received the only standing ovation so far that evening.

No doubt the club will be getting a note of thanks and request for another bout of tigers next year. All in all, a successful time, with several new club members in the offering.

## TAUMARUNUI SPRING FLY IN— OCTOBER 2015

As always, I have looked forward to this event and this year is no different. I am going to catch up with a lot of old friends and meet some new ones and the weather is going to be good. This year I decided I would like to arrive in my old Chipmunk, so I rang the now owner, Neil McHugh and he said no problem. 27 lives at Te Kowhai which is just a matter of a one hours drive away.

Thursday morning came with bright sunshine, a little bit hazy, but I could put up with that. I arrived at the hangar, opened up the doors and it was just like old times, check the fuel, check the oil and check all the other things one has to do before flying. Strap the bag into the back seat, put the appropriate maps and flight plan into the front cockpit along with the necessary bottle of water, one never knows where you might end up, it is good to be prepared.

Push the plane out, put the car away, another quick look around the plane, climb aboard and we are ready. On climb out I was aware of the haze again as I levelled out at 1,000 feet and set heading. Mt. Pirongia came up pretty quick, so I climbed to get over the lower reaches, at 2,000 feet I could just make out the ground below, at 3,000 feet I could not see the ground. With Te Kuiti getting closer and not being able to see Mt. Ngarahoe, Mt. Tongariro or Mt. Hikurangi, I had to make the necessary decision, land or continue, I decided on IFR from Te Kuiti to Taumarunui, so down I went to the regulation height AGL, picked up the railway line and had a leisurely flight into Taumarunui, on the main trunk line.

Friday came with unsettled weather, but still flyable and at lunch time the troops started to arrive. By tea time we had 27 aeroplanes and 5 vehicles on the field, the most important of which, was Les Marshall with his truck and the usual fuel and pump on board. Robert Gordon had already picked up the Taumarunui High School van and was ready to transport people and baggage to the Hostel, but not before a few alcoholic beverages were consumed. Robert is tee total.

At the Hostel, the Taumarunui Aero Club Committee, (TAC) were hard at it preparing the barbeque, the girls had already done the salad and other bits and pieces and it was only a matter of time and it would all be ready. The TAC are a hard working lot, every year they invite us back and have to do the same thing, to feed all the itinerant pilots and crew of the Tiger Moth Club. We certainly enjoy the benefits of their hard work, their hospitality is without parallel. The evening went off very well indeed and it was a yeah, yeah, yeah, when it was suggested that the briefing for the next days flying, be held at 9.00am at the field.

As usual, the weather was kind to us and we got all the competitions out of the way and were still able to do some joy rides and local flying. Also our instructors were busy with the Spin Avoidance programme, a very necessary part of learning to fly safely. I thank the Instructors who take their time to pass on this valuable information to our members, time well spent.

The dinner in the evening was held at the Golf Club rooms, only a stones throw from the Hostel and was catered for, by a group of High School students who were working to raise funds so that they could travel to Japan and spend some time there, extending their education. It is a pleasure to see young people interested and eager enough to work this way.

The Trophy presentation, was, as usual, an hilarious part of the evening, the Hainsworth Trophy, for spot landing, which we vie for, every year, with the TAC, was won by them again, although Kevin Vile (TAC) and Jan Chisum (TMC) were 1<sup>st</sup> equal, their Secretary, Jeanette Lei was second, which really was a majority win. But the bombing part of the trophy was won by Les Crawford (TMC). The (TAC) were not in the hunt. Alan Butler was given a special stamp on the back of his hand, by Jan Crossan one of the judges, at the bomb site, for his effort in trying to wipe out the judges, instead of the target. Also Ace Edwards was given special mention when he, intent on blowing up the airfield, with the biggest bomb ever, supplied by our Bombardier, John Pheasant, forgot to prime the bomb. Jan Chisum won the spot landing competition and was awarded the Ross Duncan Trophy. Alan (near miss) Butler won the Piper Cub spot landing trophy.

Among our many visitors from overseas, South Islanders as well, were, Bill and Jen Finlen, from Australia, Barry Kane and Jan Crossan from Hawaii. A big thanks to Barry and Jan, who kindly donated some flying suits to the Club, we have a few left priced at \$75.00, contact the Secretary, Woodsy, if you want to buy one. Special mention must also be made of the 26th visit to Taumarunui, of one of our Committee members, Alan Land. He is one of those old fellows, of our group, that refuse to give up. Well done Alan, you know what I mean.



**Greg Ryan set up for perfect 3 pointer in the Spot Landing Competition**



**Rob McNair in the immaculate ZK-AUD departs Taumarunui for Ardmore.**



Sunday arrived all too soon and it was time to leave. The weather was expected to be wet and windy, which it was for some of our East and South bound adventurers, but for the Northerners it was business as usual, although a wee bit windy and gusty. I had to go round after my first attempt to land back at Te Kowhai. Our Vice President, Jan Chisum left to go East, but wisely turned back and with pending commitments, borrowed a car and drove home.

I must congratulate the contestants and others, for their airmanship, girls included, over the weekend, everything went very well indeed. With the numbers we have at our fly ins, safety is the number one consideration and we achieved this.

Another thank you to Dave Phillips for his spirited aerial display, demonstrating how well a Tiger Moth can be flown. John Luff also paid us a visit in his de Havilland Venom, which was thoroughly appreciated by all. Thank you John.

In winding up this wee story, may I take this opportunity to thank all the volunteers who willingly step forward to offer their help with whatever turns up. Some of these jobs, which make the day, can be very tiring, try a day at the bomb site. You made the weekend happen, again, thank you. Most importantly, on behalf of the Tiger Moth Club of NZ, I must thank the Members of the Taumarunui Aero Club for their invitation, for us to join them at the best airfield in the New Zealand, to enjoy the flying and their hospitality. It goes without saying that this is always the highlight of our flying year. Without mentioning any names, for fear of missing someone out, but you know who I mean, we thank you.

Jim Lawson.  
President.



Dave Phillips enjoys a well earned drink after his ever popular aerobatic display.

For more pictures, click here <https://www.storehouse.co/stories/sNADBPcZ747X>

## AGM TROPHIES.

Date Presented. 07/03/15

Place. Kaikohe

<u>Trophy Name.</u>	<u>Presented For.</u>	<u>Presented To.</u>
Ross Duncan Memorial Cup.	Committee decision.	Dave Phillips
Murray Neich Memorial Trophy.	Youngest competing member.	Matt Welcome
Loretta McGarry Rose Bowl.	Best vintage aeroplane.	Wayne Tantrum
E.F. Harvie Memorial Mug.	Most helpful member.	Mesa Land
John Crosbie Trophy.	Most interesting flight to fly in.	Penny Baynes
Dudley Payne Cup	Most magnificent Moth.	Des Strong
Temple Martin Memorial Cup.	Most original Tiger Moth .	Grant Wilson
Noya Smith Tankard.	Bombing.	Wayne Edwards
Stan White Memorial Cup.	Perfect loop.	Ryan Southam
Simon Spencer-Bower Cup.	Tiger Moth aerobatics.	Ryan Southam
E.J.Schaeffer	Non instrument circuit.	Jerry Chisum
John Mackie Memorial Trophy.	Spot landing.	Peter Bradfield
Brodie Trophy.	Air race/time trial.	Louis McNair
J.&AC.Lawson Trophy.	Non Tiger Moth aerobatics.	Ace Edwards
Scott Greaves Memorial Trophy.	Best return to service.	Les Wilson
Pine Park Trophy	Longest flight in open cockpit.	John Baynes

## TAUMARUNUI TROPHIES.

Date Presented. 17/10/15

John & Vel Hainsworth,  
Hikurangi Challenge Trophy.

Ross Duncan Red Tiger Trophy.  
Ross Duncan Memorial Cup.  
Piper Cub Trophy.

Bombing  
Spot Landing  
Tiger Moth spot landing.  
Committee decision.  
Spot Landing.

Ross Crawford. (TMC)  
Kevin Vile. (TAC)  
Jan Chisum.  
Jan Crossan.  
Alan Butler.

		COMPETITON RESULTS								
		TAUMARUNUI 16TH - 18TH OCTOBER 2015								
PILOT	REGO	BOMBING			SPOT LANDING				PERFECT LOOP	
		1	2	PLACE	1	2	TOTAL	PLACE	POINTS	PLACE
Grant Wilson	ALK	38	50							
John Baynes	BEC	28	27		5	18	23			
Ross McDonald	BEF	50	11		1	25	35			
Louis McNair	BEN	33	41		21					
John Pheasant	BFF	10	25		5	15	20	5th		
Martin Burdan	BFF	14	15		1	15	16	3rd		
Stephen	BFF					17				
Simon	BFF	9	9							
Bill Finlen	BFF	6	9	3rd equal						
Ross Crawford	BFF	14	1	1st	9	30	39			
Mathew Welcome	BJQ	50	43							
Phil Welcome	BJQ	29	16		18				107	2nd
Tim Dennis	BKD	28	10		20					
John Geary	BKD	29	43			1				
Kevin Paulsen	BKW	36	26		22	28	50			
Leanne Butler	BKW	34	44							
Grant Drinkrow	BKW	14	6	3rd equal						
Alan Butler	BKW	18	23		12	12	24			
Graeme Wood	BLI	17	14		50	21	71			
Peter Bradfield	BLI				20	1	21	6th		
Alan Boyce	BLI	20	23		15	45	60			
Graham Lloyd	BLI	41	19			20				
Ryan Southam	BMV				15	40	55		106	3rd
Jan Chisum	BMV	5	14	2nd	10	1	11	1st	99	
Jerry Chisum	BMV	12	15		50	10	60		99	
Tracey Dixon	BMV	36	11						105	4th
Tony Gong	CBF	31	50							
Andy	CBF	25	16							
Ace	CKH	UNEX	36							
Dave Brown	CPG								116	1st
Kevin Paulsen	CPG								101	
Colin Rogers	CPG									
Dan Wilson	DAJ	16	22			40				
Jeanette Lei	EJS	29	18		12	1	13			
Kevin Vile	EJS	14	42		1	10	11			
Tony Hogg	EJS	39	24		3	25	28			
Paul Gelately	EJS	11	15		20	15	35			
Greg Ryan	NAM	22	50		5	10	15	2nd		
Dave Brown	NAM				5	12	17	4th		
Colin Rogers	NAM	17	9							
Peter Bradfield	BOE	45	50					Column 1		
								#####		

	ARRIVALS	PLACE	TAUMARUNUI	DATE Oct 2015
REGOS	AIRCRAFT	PIC	PAX	HOME BASE
15-Oct				
UAS	DHC-1	Jim Lawson	Solo	Te Kowhai
16-Oct				
BMV	DH82A	Jan Chisum	Solo	Bridge Pa
CVM	DHC-1	Keith Skilling	Solo	Tauranga
TAZ	DHC-1	Robert Gordon	Solo	Tauranga
ESM	RV6	Ryan Southam	Tracey Dixon	Omaka
WHO	RV3	Jery Chisum	Solo (Only has one seat)	Omaka
CAR		Barry Kane	Jan Crossan	Everywhere
Car		Graham Lloyd		Auckland
CAR		Ross Crawford	Jeannie Crawford	Tauranga
Car		Gloria Pheasant	Jen Finlen. (Australia)	Tauranga
CAR		Alan Land	Solo	Taupo
Campervan		Judy Costello	Ray Costello	Hunua
Campervan		Edith Robinson	Derek Williams	Tauranga
EJS	C 172	Tony Hogg	Solo	Hamilton
BOE	Stearman	Peter Bradfield	Issac	
BKW	PA18	Kevin Paulsen	Leanne Butler	Ardmore
APT	DH83C	Graeme Wood	John King, Anna	Ardmore
BEF	DH82A	Ross McDonald	Wendy Milne	Waipukerau
CMP	Citabria	Wayne Tantrum	Tim	Omaka
BFF	DH82A	John Pheasant	Bill Finlen. (Australia)	Tauranga
DAJ	Bird Dog	Dan Wilson	Libby Wilson	Ardmore
BJQ	DH82A	Phil Welcome	Mathew Welcome	Ardmore
CKH	DHC-2	Ace Edwards	Jeannie, Dennis and Viv Webb	Ardmore
ALK	DH82A	Grant Wilson	Denise Wilson	Ardmore
BEC	DH82A	John Baynes	Solo	Patamahoe
BLI	DH82A	Alan Butler	Alan Boyce	Ardmore
JDJ	CAR	Grant Drinkrow	Karen Drinkrow	Ardmore
FUEL	Truck	Les Marshall	Solo	Ardmore
RH368	Messenger	Peter Fahey	Solo	Ardmore
Car		Max Vaudan		Hamilton
BKD	PA18	John Geary	Tim Dennis	Ardmore
LFG	Aeroprakt			
BUD	C152	Rex Debettcor	Solo	Patamahoe
BEN	DH82A	Louis McNair	David Phillips	Ardmore
CPG	CT4	Dave Brown		Ardmore
NAM	Bird Dog	Greg Ryan	Colin Rogers	Ardmore
JRV	RV12	Julian Coles	Caroline Coles	Ardmore
17-Oct				
MBA	RV12	Buster Persson	Dave Hedley	Whitianga
SST	RV8	Paul Munro	Solo	North Shore
CBF	C185	Tony Gong	Kaz, Andy	Ardmore
AUD	DH82A	Robert McNair	Steve	Ardmore
LTY	Cresco			
WLK	RV8	David Wilkinson	Corrin McRae	North Shore
LVA	RV7	Harry Gallagher	John Betteridge	Ardmpre

## On the way to Woburn Abbey 2015

*The Tiger Moth Club of New Zealand was admirably represented at the Annual International Moth Rally held at Woburn Abbey last August. It is reported that it will be the last rally to be held at the magnificent setting of Woburn Abbey. Jan Chisum reports on her time at the event, and flying there in Gypsy Moth G-AAXG.*

They may be tough work for those being tested, but the benefit of Jerry's simulator checks in France is that I have been able to accompany him twice over the years. As it happens, the mid(ish) year check sometimes coincides with the International Moth Rally in the U.K., so what better time to escape the gloom of our winter.

Again I was invited to fly what had been for years, Gerald's old Racing Gipsy, now G-AAXG to the hallowed turf of Woburn Abbey but sadly the Dragonfly previously owned by Sir Torquil Norman, that Jerry had flown there twice had been sold so I scored an ace navigator! Unlike the previous, surprise flight in XG, Henry had positioned her at Rendcomb, (Torquil's aircraft base NW of London), I 'snuggled' up to Henry in the Dragon with Jerry on my outside, making sure I didn't stray. This time however, we were flying from Henry's base near the coast of Norfolk so not being 'tekki' with decent electronic nav aids, I needed a leader so Jerry's arm was just that. This time, Henry let me sort the paperwork with the owner, Simon Kidston. His Personal Assistant was so friendly with email exchanges, and all was soon in order. Simon lives in Switzerland and sadly had an important car race in Los Angeles that same weekend so couldn't make it to Woburn.

So ..... we had less than a 24 hour stop in Singapore for a good rest & brief catch up with my nephew, an A320 skipper who wants to come back to NZ to get his Tiger rating. I had a particularly 'busy' journey as there was hardly a cloud in the sky all the way to London meaning I had an awful lot of countryside to look over from my window seat. It is quite obvious that no invading head of state has seen Afghanistan from the air before committing troops to try and clean out any of the locals! I also cannot imagine flying any small aircraft across the vast, inhospitable expanse of Australia.....

On arriving at Heathrow, our good friends Noel & Amy Collett scooped us up and in a similar fashion to us, they live right alongside an airfield –White Waltham which was famous for being the Headquarters for the ATA throughout WW2. After meeting many interesting aircraft and people over the next couple of days, we then had their pet spare car 'forced' upon us so in great style we whooshed off in the general direction of Norfolk, stopping firstly at Woburn for me to walk the strip in the deer park again, then at Vintech at Little Gransden. Here Chief Engineer & part owner, Paul Sharman relieved us of our cracked Gipsy head we'd taken with us to see if they could make it better – 50/50 chance we were told so 'come back early next week'. Then we chanced upon a charming, rather eccentric couple in their 13<sup>th</sup> Century house, charging ridiculously little for their B & B in a place called Gamlingay – yes indeed! Cut to Henry & Jill Labouchere's hospitality and a reintroduction with XG – so much fun all round.

I had been keen to get close to Woburn on the Friday so having proudly managed to secure the promise of hangarage at the Shuttleworth Collection that night, we set forth but a nasty weather system tracking across the country foiled the attempt. The weather vastly improved the next morning so off we took with gay abandon. (Henry had driven the previous day to Rendcomb to ready & fly Torquil's DH Dragon to the event.) Somehow the radio in XG which had worked, decided not to that day so as

we approached our destination, I fixed my gaze on a certain yellow Tiger Moth, following it in to land where there wasn't the usual brisk cross wind. Oh yes, Henry's initial instructions had been 'well Jan, just don't land in the lake (on approach this time) or the Lion Park'! The strip is temporary, lying in the middle of a deer park with other attractions fore, aft and alongside. Mine wasn't the short landing I'd planned since I'd kept up a bit of speed in case of a go around if the landing a/c didn't vacate in time – after all he had no idea we were following. No harm done as we were marshaled to park alongside 7 other DH60s of various flavours. The star this time being G-



**Gypsy Moth G-AAXG with DH82a Diamond 9 formation overhead at Woburn**





EBLV, the oldest 'living' DH 60, owned by BAE Systems. This along with the world's only surviving Blackburn B.2 opened the Display on the Sunday

As returnees, there were many people for us to catch up with starting with Stuart, Miranda & Melissa McKay without whom this event just couldn't happen, Tiger & Fairchild 24 owner, Leon Welchel (many of you know) from Iowa who was as usual there having flown his friend Robbie Jewett's Tiger in. Leon's wife Mary-Ann was there for the first time, seeing what has taken her husband across the Atlantic in August for all these years plus did a little shopping in London I believe. The Europeans and Scandinavians are truly amazing in that they generally battle awful wx conditions throughout their pilgrimage to the Moth Mecca but somehow, like migrating birds always seem to make it.. (See the link to Johan's daunting flight, Cape to Cape.) Bill Finlen was so impressed with the Leopard Moth, he procured one to join his deH stable at Boonah so there was much Moth 'chatter' going on from the outreaches of the Commonwealth.

Tricia & Dennis Neville were some of the busiest, doing more flying than most with their Flying Circus act. Ron & Valerie Gammons, also known to Kiwi Mothists arrived in their 'Hers & His' Leopard Moths.

From our own shores Stan & Gilly Smith were as always present along with Woodsy who flew a friend's Tiger plus Peter Bradfield who managed to make it on the Sunday, with the 1<sup>st</sup> three being honoured with places at Top Table for the presentation dinner. To cap our presence off was Bruce Broady whose fabulous Fox Moth wearing her NZ registration ZK-AGM won the most prestigious Flying Duchess Concours d'Elegance Trophy. With the paint plus the ink of the paperwork barely dry, Charlie Huke performed the test flights then flew her to the Rally where the aircraft also won 2 other awards as did the Newbury Engineering Co, responsible for the lengthy restoration. ( Sorry if I've forgotten to mention any other Kiwi attendees)

Due to the gravitas of the event, celebrating the 90th Anniversary of The Moth, the 40<sup>th</sup> of the Moth Club and the 30<sup>th</sup> Rally at Woburn, the dinner was back to being held in the Grand Sculpture Gallery alongside the Abbey – all Black Tie of course. Several days beforehand Stuart made contact asking if I would say Grace – "What, me your Honour?" With self in a complete tizz, Noel found something suitable which I managed to get through, only realizing a few days later that I'd forgotten to say Amen! Jerry heard a few mutterings to finish the exercise off so think that will cure any such requests in the future and might also cure me of volunteering again! That apart we had a most fabulous evening during which we were lucky enough to meet up with David & Cherry Cyster. David flew his Tiger solo from England to Darwin 50 years to the day (30<sup>th</sup> May 1978) after Bert Hinkler blazed the trail – I just wished we could've recorded our conversations. Even after a full RAF career flying mighty fighters and suffering the indelicacies of the 'sore bottom' syndrome on the epic flight, David still loves flying his Tiger proving he is a true 'Nutter' and a true gentleman! Others in this category were Tim Williams who flew his Puss Moth with Henry to Australia in 1985, celebrating the 50<sup>th</sup> Anniversary of the great MacRobertson Air Race.

Henrietta, the Duchess of Bedford, also the President of The Moth Club graciously presented Trophies, short speeches were given and it was an evening of great fun and camaraderie. I might say that our luggage was mainly weighted down by Jerry's attire for this dinner – oh yes, and of course the cylinder head!

We were awarded with more nice weather the next day, which made conditions unusually pleasant for the Displays, especially helpful for the Diamond 9 Formation team which as always, put on a very well choreographed & skillful show.

There were too many acts, special aircraft and people to mention but suffice it to say it was such a privilege to be part of (and with such an historic aircraft ).

In (my) time honoured fashion, we were one of the last to leave – but then it is so hard to say goodbye..... Without Henry and Simon's goodwill, this would never have happened for us so we will be forever grateful. It is however with sadness that we have heard that due to increasing difficulties, the Moth Rally at Woburn Abbey will be no more – such a shame as there has been a real connection with the Family whose Great Grandmother was the owner/pilot of several de Havilland aircraft.

Back to the real world – Jerry flew out of Stansted (to be avoided if possible!) to Dinard, France the next day for his sim check while I ventured back to Vintech, thrilled with the news that they had not only brilliantly repaired the head but that it was ready to put back in the suitcase to take home with us. I then caught up with friends including Cathy Stokes, a 767 skipper who owns an L-4 Cub. She took me flying actually over Woburn so was great to look down and see the area in peace rather than looking virtually only for other aircraft.

All of this epitomized the fantastic couple of weeks we had in England before we headed out to the States to catch up with family, friends and most excitingly of all, our, well, Jerry's first grandchild.





## Functions of the Club

Recently the committee was asked the question of what members got in value for payment of the annual \$20 subscription. Considering the time the committee put into trying to make the club and its events a success, they probably could have become a little piqued. However, cool heads prevailed, and we decided that it was a very valid inquiry.

The answer covers many facets, not least of which it could depend on the level at which a member is interested in Tiger Moths, and vintage aviation in general. After further discussion it was realised we are probably not communicating the objects and functions of the club to the members as well as we should be.

To help overcome this, the rules of the Club were consulted. Few members realise that the Club has a complex set of rules which the committee adheres to. Paragraph 2 of these rules is entitled 'Objects', and it is reprinted in full in this edition of the Tiger Rag. We are sure you will find this informative.

Should any member wish to have a full set of the Rules, please contact the Secretary. While on the subject of Finance, the Committee have undertaken to have a full Audit of the Club Finances. The results of this are encouraging, and will be tabled at the AGM.

There is also a proposal to be tabled at the AGM that the Annual Subscription be raised to \$30 per annum, to cope with the expanding functions and operations of the Club. It is notable that the present fee has not been increased in the history of the Club.

## Rules Of

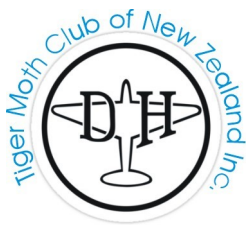
### The Tiger Moth Club of New Zealand Incorporated

#### 1. NAME

The name of the Society shall be "The Tiger Moth Club of New Zealand Incorporated", (hereinafter called "the Society").

#### 2. OBJECTS

- (a) To foster the sport of aviation.
- (b) To encourage the ownership, restoration and use of older and interesting aircraft.
- (c) To attain and maintain the highest degree of safety in all phases of operations.
- (d) To provide a source of technical information and assist in the location of spare parts.
- (e) To maintain a friendly liaison between the private owner and the Civil Aviation Authority of New Zealand.
- (f) To publish a regular newsletter on the activities of the Society.
- (g) To organise national, regional and local fly-ins for vintage aircraft.
- (h) To liaise with other classic and vintage aircraft clubs and associated organisations as required for combined events and exchange of information.
- (i) To purchase, lease, hire or by any other means acquire real estate or personal property or chattels necessary or convenient for the purposes of the Society.
- (j) To sell, lease, exchange, mortgage, improve, manage, develop, or otherwise deal with all or any part of the real and personal estate of the Society or in such property which the Society has or may hereafter have any beneficial interest.
- (k) To promote, hold or manage any gathering or conference that the Society desires either by itself or in collaboration with any other society, club, body, association or organisation.
- (l) To hire or employ all persons whose services may be necessary for the purposes of the Society and pay them such salaries, wages, gratuities and/or pensions as the Society shall determine.
- (m) To invest the monies of the Society not immediately required for any of its objects in such manner as may from time to time be determined by the Committee.
- (n) To raise money by borrowing, mortgage, debenture, competitions, lotteries, trading or in any other lawfully possible and in such manner and in such terms and conditions that may from time to time be determined by the Committee.
- (o) To seek redress of wrongs from which all and any of the members may from time to time suffer; and to make representation by way of deputations or otherwise bring to the notice of a person or constituted authority of body, such matters as in the opinion of the Society require attention or alteration.
- (p) To make donations to such persons, societies, bodies, associations, organisations, companies or corporations as the Society may think, directly or indirectly, conducive to any of its other objects or otherwise expedient.
- (q) To do all such other things as are incidental or conducive to the attainment of the objects and the exercise of the powers of the Society.
- (r) The object of the Society set forth in any subparagraph shall not, except where the context expressly so requires, be in any way limited or restricted by reference to or inference from the terms of any other subparagraph or by the name of the Society, and that none of the subparagraphs or the objects therein specified or powers conferred hereby shall be deemed subsidiary or ancillary, but the Society shall have full power to exercise all the powers set out.



## 2016 Annual Fly-In and AGM Dannevirke Airfield 4th—6th March 2016

Name(s) \_\_\_\_\_

Aircraft \_\_\_\_\_

Passenger(s) \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_

I/We will be arriving on: \_\_\_\_\_ Friday 4th March \_\_\_\_\_ Saturday 5th March

Registration Fee & Dinner \$ 6 0—0 0

Number attending \_\_\_\_\_

Total Payment \_\_\_\_\_

Please pay by

Direct Credit to:

ASB 12-3194-0023828-00

Cheque: Tiger Moth Club of NZ

Please return this form as soon as possible to:

Tiger Moth Club of NZ

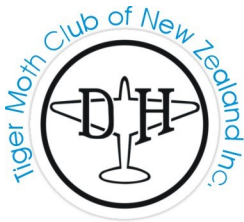
Postal Centre 14

Papakura, 2244

Auckland

Email: [janwhite@farmside.co.nz](mailto:janwhite@farmside.co.nz)

Phone: 06-879-9493, 021-258-9892



# Tiger Moth Club

## Official Merchandise

Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_

40th Anniversary Badge	Qty _____	@	\$ 5-00	=	\$ _____
Official Club Pin	Qty _____	@	\$15-00	=	\$ _____
Embroidered T-Shirt	Qty _____	@	\$25-00	=	\$ _____
Embroidered Polo Shirt	Qty _____	@	\$35-00	=	\$ _____
Donation to Scholarship Fund	Qty _____	@	\$ _____	=	\$ _____
Postage & Packaging			\$ 5- 00	=	\$ 5 - 0 0
			TOTAL		\$ _____

Direct Credit to: ASB 12-3194-0023828-00

Cheque: Tiger Moth Club of NZ

Please return this form as soon as possible to:

Tiger Moth Club of NZ

Postal Centre 14

Papakura, 2244

Auckland

Email: [woodsy@clear.net.nz](mailto:woodsy@clear.net.nz)





## Aircraft Propellers and Spares

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Propellers  
& Parts

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## About us

Aircraft Propellers and Spares (Aust) P/L was established at Moorabbin Airport in 1955 and is still run by the founders' family. We are the largest stockist of Hartzell propellers and spares in Australasia. We are stockists and distributors for many of the leading Aviation component manufacturers. We are approved by CASA under Part 21 to manufacture and test all types of flight control cables, including issuing a CASA Form 1 release note. It is a matter of pride that we ship better than 95% of our orders the same day to many parts of the world. We support the following companies:

- Hartzell Propeller Inc Propellers, Top Prop kits, governors and parts
- Sensenich Propeller Inc Fixed pitch propellers both metal and wood.
- McCauley Propellers, Propellers, governors and parts
- Engine Components Inc FAA/PMA New cylinders and parts for Lycoming and Continental aircraft engines.
- Woodward Governors Governors and parts
- Loos & Co Control cable and swage fittings
- Bild Industries Approved aircraft nuts, bolts, washers etc.
- PMA Continental starter clutches and parts, oil coolers
- B.F. Goodrich Propeller deicers, slip rings and harnesses
- Sherwin-Williams, Approved propeller paint and related products
- Randolph Products, Approved propeller paint and related product

We stock a large range of DH82 Tiger moth, Gipsy Major, AGS/BSF hardware and historic Hamilton Standard propeller parts.

## Contact

**Aircraft Propellers & Spares**  
Moorabin Airport  
Victoria

TEL: (03) 9580-2034

FAX: (03) 9580-0765

Email: [propbits@propbits.com.au](mailto:propbits@propbits.com.au)