

# TIGER RAG

## NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC DECEMBER 2016

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LIFE MEMBERS: Simon Spencer-Bower, Jim Lawson, John Pheasant, Loretta McGarry, John King, Alan Land, Les Marshall

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### SNIPPETS FROM THE SECRETARY

The summer flying season started with the successful annual spring Taumaranui Fly-in, as reported by Jim Lawson in his article in this issue.

The Club has a busy schedule this summer, with the premier event being the Southern Safari commencing March 1<sup>st</sup> and associated Annual General Meeting Fly-in at Omarama on the weekend of March 3<sup>rd</sup> to 6<sup>th</sup>. Early registration for the Safari is advised, as accommodation may be short at many of the stop overs. Planning for the event is nearing completion. A registration form and Itinerary accompany this issue of the Tiger Rag.

In January some members of the Club will spend a day at the Walsh Memorial Flying School, offering rides to students attending the School. This is an annual visit, and is always popular with students training at this venue. The Committee see this as a good opportunity to expose younger pilots to the pleasure of flying Tiger Moths and other vintage aircraft. All members are welcome to attend this day and assist in ground duties. Contact the Secretary should you wish to join us.

We are again invited by the Napier Aero Club to participate in the 2017 Art Deco weekend from February 17<sup>th</sup> to 19<sup>th</sup>. The Club makes formation flights over the city of Napier during the weekend, and entertains visitors to the airport. Rides are available from Pt. 115 operators. Some accommodation may be available. Contact the Secretary.

The Club has also received an invitation for members to attend the Yealands Classic Fighters Airshow at Omasaka over Easter weekend. Those interested in flying to this event contact the Secretary.

Te Kowhai airfield has been sold to aviation related owners, and now offers excellent services, including a coffee bar and lounge. It is well worth a visit. Also on a positive note, the Whakatane District Council is promoting the use Whakatane airport, and has waived landing fees for all GA aircraft. Happy flying, Graeme.





# TAUMARUNUI 14-16, 2016 SPRING FLY IN.

In the weeks, then days leading up to our weekend at TM, I was very despondent about the weekend happening at all. But then a window appeared on Thursday the 13<sup>th</sup> so I packed my bag and with all the other paraphernalia needed for the weekend, headed for Te Kowhai to pick up Chipmunk 27 which Neil McHugh, the owner, had kindly given me the opportunity to fly it, to Taumarunui.

Upon arrival at Te Kowhai I was agreeably surprised to see Neil with his nice, newly completed Highlander, readying it for flight. This entailed swinging the folded wings into the flying position, putting in the wing pins and fitting the fairings over the necessary parts, to complete the exercise. I must compliment Neil on his attention to detail and the overall finish of the aircraft, which he must have worked very hard to achieve.

But time was moving on and I had a wee bit to do before I took off for Taumarunui. This time I was going to fit a mini camera, in the appropriate place, to the underside of the fuselage, which, when activated prior to take off, would record the total flight. With this installed, I did the usual pre-flight check, loaded my bag into the back seat, checked that I had all the appropriate maps and paperwork for the flight and pushed 27 out into the sunshine, yes sunshine, I had picked the right day. With the engine running, the camera switch on, I was ready to go. I must say here, that it is a pleasure to be able to use an airfield like Te Kowhai, now in the ownership of aviation minded people, with a view of the future and a runway that does not have a fence across it any more.

The flight to TM was uneventful, I could see Mt. Hikurangi long before I got abeam Te Kuiti and the sun was still shining, but when I got to where I thought TM's runway was supposed to be, it wasn't. I could see Taumarunui Township, so I knew I must be close, suddenly I spotted the Aero Club's hangar and Club House, but it was beside a grass paddock. On short finals it became obvious that the grass had been cut but not picked up, this was going to be interesting. No problem, the Chipmunk knew what to do but we did pick up a lot of long grass on the tail wheel. It turned out that the contractor responsible for cutting the grass, got his dates wrong and was a week late. He did work into the night to make amends but did a poor job, so poor that Ken Jones had to borrow a rake and spent hours tidying it up so that the aircraft could park in reasonably clear spaces. Well done Ken.

But things were looking good on the arrivals front, especially for Chipmunks. Rob Gordon arrived in TAZ, that was two Chipmunks already and no Tigers, then John arrived in Tiger BFF, but we were still in front, then Jerry arrived in DUC to put us well in front, three to one to be precise. However at the end of the day another Tiger flown by John Baynes and a DH 60G flown by the inimitable Jan Chisum arrived, making us all square. To top off the days arrivals Grant and Karen Drinkrow arrived in their Cardinal which slowed down very quickly with their wheel spats filled up with grass, but Grant knew how to cope with that. We all tied down, well clear of the taxiways, so that we would not impede the grass pick up and day 1 was over.



Day 2. Friday looked good at TM, but round the Country there was high winds and rain showers which did not bode well for a good turnout of aircraft. Never the less they started to trickle in, the last one landing when it was nearly dark, making 12 for the day. One of the last planes to land that day was a Cessna Caravan flown by Tim Johnson, with seven passengers on board from Omaka. It was good to see a contingent from the South Island.

Cars and camper vans came a close second with 11 arrivals, needless to say, the men on the barbeque were kept very busy and the dining room at the Hostel was so full, we were sitting in the lounge downing all the food the Taumarunui Aero Club team had worked so hard to put in front of us. Some of our ladies pitched in and helped where they could and the evening went off very well indeed. Thank you all for your efforts.





Day 3. Saturday was typical Taumarunui weather, sun shining but bad weather in other parts of the Country. On the arrival front, cars beat aeroplanes, but no matter the competitions went off very well except for a wee rain shower at lunch time. At about this time we were treated to a fly past from John Luff in his DH Venom, thank you John, it is always good to see you in attendance.



The bombing and spot landing seemed to go on forever. We also had an extra perfect loop competition. Previously the Ralph Saxe trophy for the perfect loop could be won by any aeroplane and it was also becoming a popular competition, so much so that Tiger Moths were not winning it as often as they should. However Grant Drinkrow, our Treasurer, presented the Club with a new Taumarunui perfect loop trophy, which he made himself, especially for Tiger Moths.

The Ralph Saxe trophy still holds pride of place and is presented for the perfect loop for Chipmunks and others. This is very fitting because the Chipmunk was Ralph's favourite aeroplane. For safety reasons, during the competitions we like to limit the number in the circuit, at any one time, to four. This is a very busy time and with visitors often arriving during the competitions, pilots have to keep a good look out.

I must congratulate all the competitors for the manner in which they conducted themselves at that time and for the weekend in general.





The Saturday night dinner at the Golf Club, where, by my count we seated 86 people, was its usual success with the trophies being presented by our Archivist, Loretta McGarry. It was good to see that some of our younger pilots are starting to chase the usual winners, so look out you older ones. Bill Henwood representing the Cub and Auster pilots in our Club, presented their spot landing trophy to a well-earned recipient, Kevin Paulsen. The points between the first three contestants were very close indeed. Whilst on his feet, Bill took the opportunity to comment on the calibre of the younger pilots in our group and how difficult it was for young people to become pilots and every encouragement should be given to keep them coming into the system. But the evening was not complete without the intervention of ACE Edwards, AKA Donald Trump, complete with suitable attire, voicing his concern about Hillary Clinton, ably assisted with some of his cohorts also voicing their opinions, including John Geary, AKA the Mexican, complete with hat and cloak. Their performance was a great way to end the evening and was appreciated by all.

I must make mention of the very adequate evening meal, which was catered for, again, by a group of High School students working hard to raise money to help them further their education with a trip to Japan. The TM Aero Club Secretary, Jeanette Lei assembled the students in the dining room and on behalf of everyone, thanked them for their efforts and said how much we admired their endeavours. A round of applause followed.

Sunday arrived with a few sore heads but the weather was OK to fly. The day was not yet finished, two of our Tiger Moth pilots had decided that with the forthcoming South Island Safari, they needed to see how high they could fly if they were to make an attempt at flying over the top of Mount Cook. Suitably attired they took off and were away for about an hour. When they got back, they were frozen stiff but pleased with the result. But it was time to leave, gradually the planes were made ready and we said our cheerios' to another great weekend, at a great airfield.





I finish with a big thanks to the volunteers who spent most of the day down at the bombing and spot landing grid and also the judges for the perfect loop, you did a good job, without your help these things would not happen. As usual certain members of the Committee were in attendance, working their butts off, to them I say thanks, you made things happen as well. Last but not least, on behalf of all the attendees to the Spring Fly In, I say thanks to the Taumarunui Aero Club for inviting us to the best grass airfield in the North Island and also, for all their efforts, there are so few members that their work is an overload, well done, we had a great weekend.

Jim Lawson. President.



Pictures by Jim Lawson, Pete McCombe and Online Source.



# ARRIVALS at TAUMARUNUI 13-16 OCTOBER 2016

REGO	AIRCRAFT	PIC	PAX	HOME BASE
13/OCT				
	Camper	Ken Jones	Janette Jones	Whakatane
UAS	DHC-1	Jim Lawson		Te Kowhai
TAZ	DHC-1	Robert Gordon		Tauranga
BFF	DH 82A	John Pheasant		Tauranga
ADT	DH 60G	Jan Chisum		Bridge Pa
JDJ	Cardinal	Grant Drinkrow	Karen Drinkrow	Ardmore
DUC	DHC-1	Jerry Chisum		Bridge Pa
BMY	DH 82A	John Baynes	Des Strong	Bridge Pa
14/OCT				
PRV	RV 6	Kevin Paulsen	Dave Butler	Ardmore
BKW	PA 18	Alan Butler	Leanne Butler	Ardmore
CCQ	DH 82A	Jim Schmidt		Kaipara Flats
FYA	Birdog	Peter Fahey		Ardmore
	Camper	Geoff Hartstone	Raewyn	
ALK	DH 82A	Grant Wilson	Denise Wilson	Ardmore
BEC	DH 82A	Wayne Edwards		Patamahoe
BLI	DH 82A	Alan Boyce	Derek Cowley	Ardmore
CKH	DHC-2	ACE Edwards	Jeannie, Woodsy	Ardmore
	Car	Tony Hogg		Whakatane
	Car	Jenny Gordon	Gloria Pheasant	Tauranga
	Car	Loretta McGarry		Auckland
	Fuel Truck	Les Marshall	Ken Olsen	Auckland
	Camper	Brent Mealing	Sue Mealing	Pirongia
	Camper	Ray Costello	Judy Costello	Auckland
	Car	Russ Ward		Auckland
	Car	Cody Calder	Olivia Henwood	Te Kowhai
	Camper	Derek Williams	Edith Robinson	Tauranga
BQV	PA 18	Bill Henwood	Neroli Henwood	Te Kowhai
	Car	Alan Land		Taupo
BKD	PA 18	Tim Dennis	John Geary	Ardmore
SAY	Cessna 208	Tim Johnson	W.Tantrum. A.Rutland	Omaka
			R.Southam. Reg Taylor.	
			T.Dixon. A.Love. Kathy	
RFS	DHC-1	Milton Donovan	Gary Graham	Ardmore
	Car	Wendy Edwards	Angus Edwards	Patamahoe
	Car	John King	Peter Beer. Jon Farmer.	Auckland
	Car	Pete McCombe	Rachel King.	Auckland
15-Oct				
	Car	Ross Crawford		
	Car	Rupert MacLachlan	Suzy & Mitch MacLachlan	Blenheim
	Car	Paul Hopecross	Henry Hopecross	
JRV	RV 6	Julian Coles	Carolynne Coles	Auckland
AUD	DH 82A	Louis McNair	Robert McNair	Ardmore
	Cessna 180	Neville Worsley		Stratford
	Car	Ian Ashley	Margaret Ashley	Papakura



## COMPETITION RESULTS TAUMARANUI

# 14-16 OCTOBER 2016

[illegible]



# CALL TO THE SCREEN

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Sometime throughout 2015 I had a random call starting with the 'you don't know me Jan but.....'

This being Paula Boock saying she part owned Lippy Productions, working on a film about Jean Batten for TV1 and would I be interested in helping out with our Gipsy Moth? Of course I was delighted that they wanted the correct aircraft so with ours being the only airworthy one in the country, agreed. Then followed a long silence which is totally normal with such a project as there's a very long road to the actual start of filming.

The trouble was, in the meantime we had a problem with the engine which required a bulk strip. As the engine was pulled apart, other slight anomalies were found which dictated that an overhaul was sensible while 'open heart' surgery was already being performed. With certain parts being difficult to come by and ours being only one of several being worked on by specialist, Jim Lawson, we could see that the aircraft would not be ready in time for camera roll and there are no more such engines in existence. Well that's what we thought & as we glumly came to realize that the part would have to be played by a different shaped and 'modern' Tiger Moth, enter Colin Smith who offered us a suitable engine he had tucked away! Now as simple as it might sound, - it was actually a re-engineered Gipsy Major which potentially bought in all sorts of issues. But suffice it to say that with an extraordinary amount of work, paper & otherwise done by John Pheasant; goodwill & help from as far away as the U.K plus including our CAA, the quote of the 'million and one things that could go wrong' were being whittled away. I have to mention here Mark Millar, the doyen of everything deHavilland in England who somehow found out about this predicament so took considerable time & trouble to write about the evolving lifespan of early Gipsy engines & where they are at now. This definitely helped to smooth the regulatory path. Time though was fast running out for a happy outcome so I muttered to Ross McGarva the Art Director, our linkman that he'd better get a Tiger on standby. He admitted that was in already in place but hadn't liked to tell me!

With the relevant CAA paperwork in hand, engine installed & with a couple of test flights under her wings, I flew ADT to Tauranga to have Marty Cantlon & his guys apply the silver vinyl to the cleaned fuselage & other red bits to emulate



Jean's G-AARB. After late night and early morning sessions, she was good to go again so off up to Thames we went in readiness for action a few days later.

Jerry picked me up in Romeo (Mincab RJK) on Friday to get back home to Bridge Pa before heading to Dannevirke, for our AGM, with him taking Tiger BMY, after all I was getting all the other Biplane flying! I had this weekend declared non-negotiable for any involvement with the film but we did make our way back to Thames on Sunday afternoon, certainly earlier than we would normally have left such a gathering. I must add here that the Dannevirkeians were fantastic hosts, confirming our love of going to the smaller Clubs - DV airfield though is a huge grass paradise. Bruce Lynch was in charge that afternoon for the taxiing scenes in case we weren't there in time so was fun to see the action from the camera angle. The real stars that day were the nearly 200 locals who were made up to be the crowd welcoming Jean on her first arrival at Mascot. Dressed in heavy 3 piece suits with the ladies bedecked in furs etc. They were quite superb, playing scene after scene with great gusto until the light failed and all on a very warm afternoon. We heard that the money earned went to charity so a noble effort indeed.

The next day was my entre with luckily, favourable conditions. As Guy Clapshaw appeared from the make-up truck in a white flying suit, helmet and hint of lipstick we thought he looked rather fetching. He was about to fly his Percival Gull lookalike having flown it up from Mandeville earlier. At last the extra effort afforded to have his Proctor emulate Jean's aircraft was being made so worthwhile.

Then it was my turn, making me into one of the 3 Jeans on site before we set off to do many take offs and landings off both vectors until last light. I and methinks, Guy were very happy to have Jerry there as a steadying figure.

When not playing with our toys, we were getting to know members of the crew - all with their very specific roles and what true professionals. There were so many, it seemed as though we'd never get to remember all their names but along with the actors, they all fell into place. Robert Sarkies the Director had everyone's attention when required with his lovely manner. Paula and Donna Malane, the Producer/writers were very encouraging of us green horns! They also just loved the fact that a female was flying as Jean's double for at least part of the film.

Kate Elliott as Jean, not only did a fantastic job but sported an uncanny likeness to her character – you will see what I mean! Of course we weren't familiar with her fiancé Beverley Shepherds' looks however Michael Whalley played the part most convincingly.

After a short stint at home where I got in a day's work, I was commercialled back up north (due bad weather) for Woodsy to whisk me out to Ardmore where we'd left the 2 aircraft. John Pheasant had flown up in his Tiger BFF the afternoon before so we three film pilots hurried up and waited most of the day for the weather to move through. After anxious calls to North Shore and beyond, we eventually got airborne arriving at Kaipara Flats around 4p.m after enjoying typical post frontal conditions.

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After more dressing up, hairpieces being applied and the briefing from the helicopter crew over we were ready for action again. Guy's stint was followed by John, as Jean's boyfriend Beverley and I doing a little pas de deux, before landing for another briefing. Then for the big scenarios from Guy & I as we separately headed out to the coast where I 'hove to' for 40 minutes until they had finished with him. With the huge cost for the specialist helicopter & my unfamiliarity with the area, I was terrified I might've been hovering in the wrong place. However as we did find each other the setting sun was having fun ducking in & out of cloud so for the next 40 minutes some more magical filming was done with all manner of backdrops. The whirly wing pilot Tony Monk was amazing with his seamless positioning of his craft for spectacular results – I'd say he'd done this before!! That evening everyone was glowing with the results of the day's work which was so nearly hijacked by the weather Gods.

Here, Jim & Cheryl Schmidt who happen to own the airfield, were the perfect hosts for our little 'team'. Jerry flew up the next day in Romeo, loosely escorting me back to Ardmore where hangar scenes were shot over the next couple of days. I detoured to fly over Lee's (Middleton, the previous owner & restorer) place.

Woodsy, our Auckland host furnished the set with more 'period' aircraft including some from Stan Smith, as well as being the chief airside wrangler while John & Jerry were dressed up as mechanics so check them out! We schooled the responsive 'props' crew in the handling of elderly aircraft which I think they thoroughly enjoyed – being very different to what they were used to. In return they showed us how to keep very different hours to the norm and at one stage, Pheas in desperation became seduced by biscuits set out as props which of course, he never lived down!!

By now the flying was over for me but was required to taxi the Gull late on a very dark night in the pouring rain with a big bright light shining in my eyes. Guy's height couldn't be disguised for the close up shots and these aircraft have steering tendencies closely resembling a drunk walking the white line I found this half hour the most difficult of all! Phew, I now had a couple of weeks off but in the quest to have more deco style aircraft in the next scenes, Jerry was re-united with his old friend the Aeronca 100 (now at North Shore with Bruce Lynch & co but ex Bridge Pa) which he flew into Whenuapai where the Gull was centre stage.

At the end of the month we returned to Ardmore to help with loading the Gipsy onto an oversize truck to go to the studio at Mt Eden. In Pheas's absence, The Godfather was seconded to be in charge of the tying down then what a nightmare the next 30 odd kms became. Jim (Lawson) who was following it, passed the truck to slow it right down below the legal motorway minimum limit and on the return, a different & legally 'slow as she goes' route was chosen so 'her bones' weren't shaken. Of course the Moth was able to make the studio due the folding wings but a mock-up of the cockpit was made for some 'exciting' shots of the Gull.

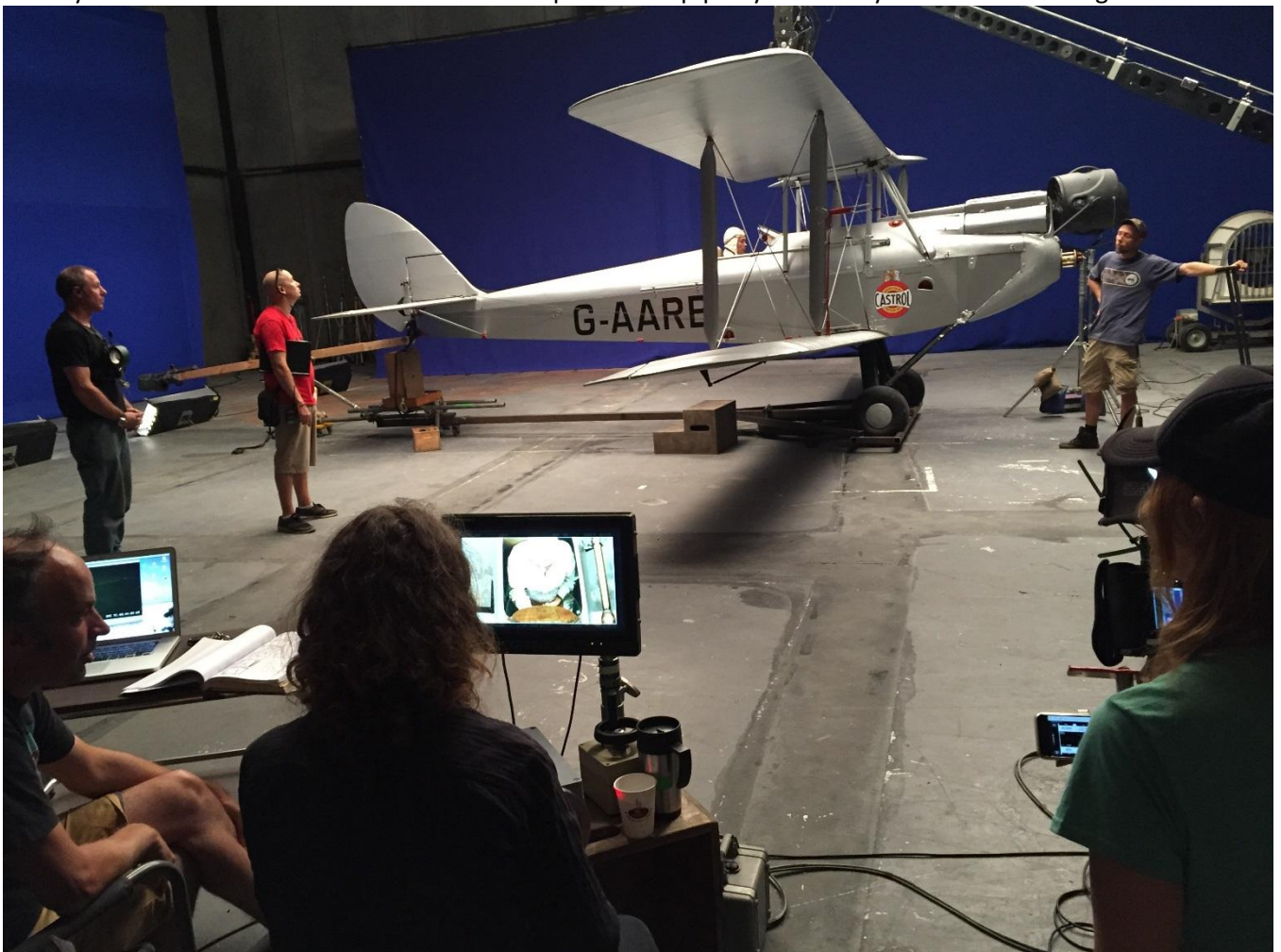






Once inside, our or at least, Jean's 'baby' was secured in wheel holds mounted on a turntable with a long lever to manipulate her for some wild scenes. Jim had removed the prop so no person or beast was harmed in the process. Jerry gave Kate, who had actually done some Tiger flying with Woodsy, advice on how to look realistic when dealing with hair raising situations. Being a true professional, she did an amazing job with scenes that as a non-pilot were very difficult to pull off.

After two days 'inside' it was all over for us – all except the Wrap party a few days later which was great fun.





What a special group of people to be associated with from the film side plus a tremendous amount of work and goodwill from the aviation side which allowed an important part of history to be recreated in part with an aircraft with a similar provenance. Guy and his team also made a huge effort to be fit and ready in time so I trust our Jean would be well pleased with this production.

Oh, did I say it was all over with the party? Well John, Marty and us were working on getting her colour back for quite some time afterwards!

We were itching to see the stage play on Jean but sadly, the one night we could was in between performances so by all accounts, missed a creative treat. Woodsy also gave that Jean, Alex Ellis an aerial treat so we might get his side of the stories!

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- Jan Chisum



All pictures supplied by Jan Chisum.

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# Aircraft Control Cables Manufactured



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# TIGER MOTH CLUB of NEW ZEALAND Inc

## *Southern Safari*

**1st - 14th March 2017**

Departing Auckland to arrive in Omarama

3rd March to encompass the club

**TIGER BASH & AGM.**

South Island flying from there will take in the

Mandeville Fly In on 10th March.

*A full Itinerary is attached.*





## TIGER MOTH CLUB of NEW ZEALAND.

### SOUTHERN SAFARI COMMENCING MARCH 1st 2017

#### *Notes / Itinerary*

The Tiger Moth Club of New Zealand are organising a Safari to the South Island for vintage and other aircraft to attend their AGM and annual Fly-in, being held at Omarama on March 4<sup>th</sup> and 5<sup>th</sup>. It will also cover the delayed Weekend Eight Fly-in at Mandeville on the weekend of March 11<sup>th</sup> and 12<sup>th</sup>, 2017.

Ground support transport is being provided for the safari at and after Omarama. The transport will provide 100 grade oil, mogas fuel, transport at overnight stops, carry small amounts of excess baggage as necessary, and be available for other requirements which may arise. At stops prior to Omarama, supplies of Mogas fuel will be arranged.

Accommodation at overnight stops for registered participants is being arranged by the event organisers. Payment will be the responsibility of the individual participants. The exception to this is at Omarama where participants MUST book their own accommodation at the Countrytime Hotel for four nights from Friday March 3<sup>rd</sup> to Tuesday March 7<sup>th</sup> inclusive.

Call Country Time hotel on free phone 080080982764 or 03 4389894 for reservation.

A fee of \$250 must accompany your registration on the attached form. This fee is to help offset the costs of arranging the provision of transport, oil, fuel, accommodation and other sundry expenses associated with organising the Safari. The fee includes 1 free shirt with safari logo and registration of 1 person only for the AGM/Fly-in at Omarama. \$150 of the registration fee is refundable should you cancel before 22<sup>nd</sup> February 2017 (7 days prior to the start of the Safari).

Each passenger and attendee must pay a registration fee of \$25. This fee is registration for the AGM/Fly-in at Omarama.

The annual prize giving dinner will be an extra charge and payable at Omarama.

Accommodation is in motels of good standard, as detailed below, and averages approx \$60 per night on a share basis.

The Safari will commence from Ardmore airfield at approx 9am on Wednesday March 1<sup>st</sup>, and will proceed to Omaka on that day, with refuelling and lunch stops at airfields to be decided. For the commencement of the Safari, participants may make their own arrangements to arrive in Omaka by Wednesday March 1<sup>st</sup>. Similarly dispersion from Motueka at the end of the Safari is at the participant's discretion.

#### Disclaimer

It is the responsibility of all owners and pilots to ensure the safety of their aircraft and passengers. Aircraft serviceability and flights conducted during the Safari must comply with NZ Civil Aviation requirements. The Tiger Moth Club of New Zealand, as organisers of the Southern Safari will not be held responsible for any costs, losses, accidents or injuries to participants or third parties, and/or damage to aircraft or property.





# Southern Safari

## 1<sup>st</sup> – 14<sup>th</sup> March 2017

### REGISTRATION FORM

For online form, go to <https://goo.gl/forms/OKAwJsRr268VxdY43>

<b>Pilot Full Name</b>			
<b>Aircraft Type</b>		<b>Fuel Type: Mogas / Avgas</b>	
<b>Address</b>			
<b>Email</b>			
<b>Phone</b>		<b>Mobile</b>	
<b>PAX Name(s)</b>			
<b>Aircraft Registration Fee coverage is explained in the Notes/Itinerary.</b>			
<b>Number of people attending</b>		<b>Please Make Cheques payable to</b>	
<b>Registration Fee for Aircraft</b>	\$250.00	<b>Tiger Moth Cub NZ Inc</b>	
<b>Registration Fee for Pax</b>	Each \$25.00		
<b>Total Paid</b>	\$	<b>or... I will pay by Direct Credit</b>	
<b>A separate form is attached to use if <u>ONLY</u> attending the AGM</b>		<b>ASB 12 3194 0023828 00</b> (Please ensure you include your name as reference when making an internet deposit)	
<b>I/We will commence our journey from (please indicate one)</b>		<b>Registration form and payment for the Southern Safari <u>MUST</u> be received no later than 1<sup>st</sup> February 2017</b>	
<b>Auckland Start</b>		Grant Drinkrow Tiger Moth Club Postal Centre 14 Papakura 2244 Auckland EMAIL: <a href="mailto:tigermothclub@gmail.com">tigermothclub@gmail.com</a> Phone: 0274594219	
<b>Omaka Start</b>			
<b>Other</b>			





# 2017 Omarama AGM 3<sup>rd</sup> – 6<sup>th</sup> March 2017

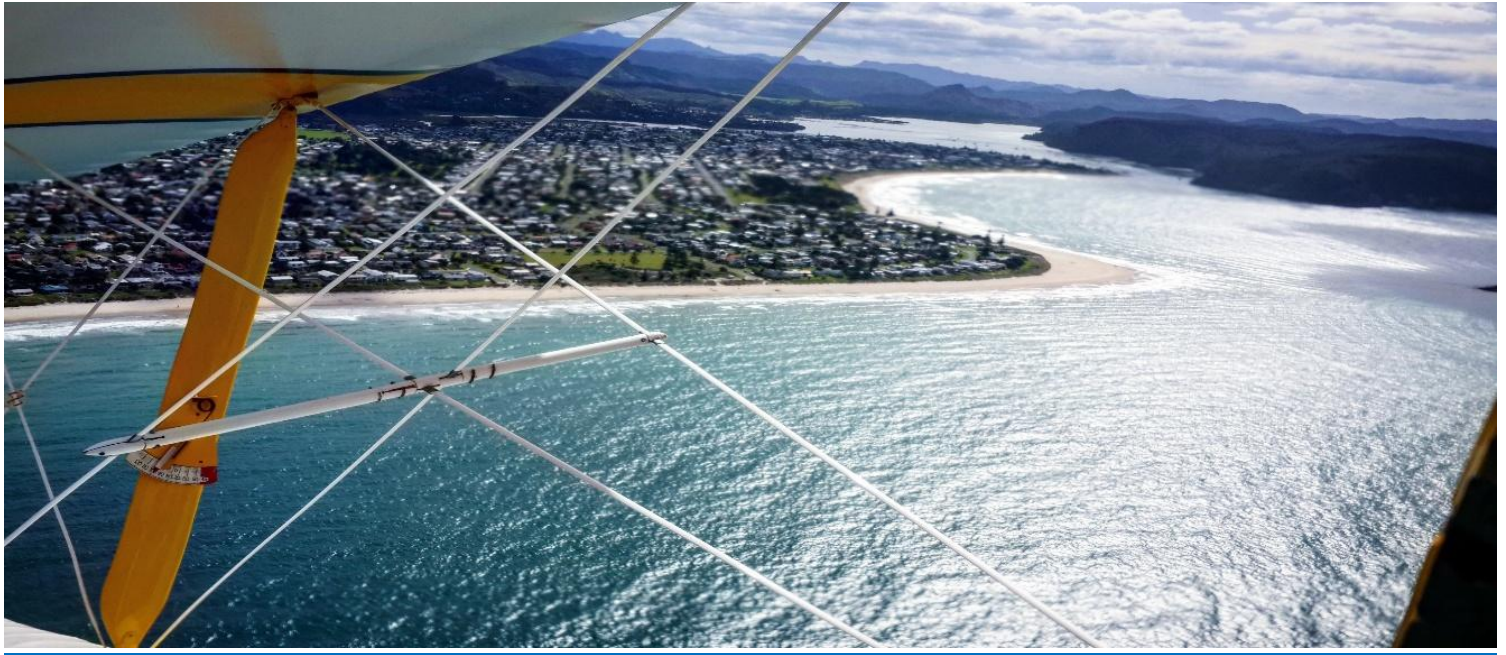
## REGISTRATION FORM

<b>Names</b>			<b>Aircraft</b>	
<b>Address</b>				
<b>Email</b>				
<b>Phone</b>		<b>Mobile</b>		
<b>PAX Names</b>				
<b>Number of people attending</b>		<b>Please Make Cheques payable to</b>		
<b>Registration Fee</b>	<b>\$25.00 each</b>	<b>Tiger Moth Cub NZ Inc</b>		
<b>Total Paid</b>		<b>Or... I will pay by Direct Credit</b>		
<b>Prize giving dinner will be an extra charge and payable at Omarama.</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 this completed form and payment by 27<sup>th</sup> February to help with bookings.</b>		
<b>Friday 3<sup>rd</sup> March</b>		<b>Grant Drinkrow</b> <b>Tiger Moth Club</b> <b>Postal Centre 14</b> <b>Papakura 2244</b> <b>Auckland</b> <b>EMAIL: <a href="mailto:tigermothclub@gmail.com">tigermothclub@gmail.com</a></b> <b>Phone: 0274594219</b>		
<b>Saturday 4<sup>th</sup> March</b>				

DE Havilland DH-60 Tiger Moth



# ***FULL STOP LANDINGS***



## ***DONALD JAMES BILLINGHURST***

21/12/29 - 02/08/15

Don came back into the flying scene at Taumarunui in 1994, when the Tiger Moth Club NZ Inc held a meeting there, to commemorate the formation of the Club, 46 years previously in 1969. His was a classic case of a return to roots, after all he was a founder member.

Don owned Tiger Moth ZK-AUZ from 1965 till 1971, during that time he flew all round the country, accompanied by his friend and employee, Ken Jones, who is well known to us. Ken was a gliding instructor and Don, with the Tiger, used to tow Ken in his T3I Trainer and others aloft, at the local gliding club.

Don also owned a Motor Cycle Dealership for Honda and Suzuki as well as an Agency for Masport. But it was his prowess as a motor bike rider that earned him a place in the New Zealand racing scene. In 1961 he won the Norton Cup, which is still retained by a family member. Later in life, Don went to Australia to work for an Aviation Company. But motor cycling was still in his blood, he left aviation and got a job as the head mechanic for a famous Ozzie rider.

When he came back to New Zealand, he retired at the age of 75 years and became a computer tutor with Senior Net. In his spare time he played bowls and enjoyed a long held pastime of old time dancing. Don was a regular visitor to our October Fly Ins at Taumarunui and in 2009 he met up with his old Tiger Moth ZK-AUZ which had flown up from Wanganui. Needless to say, Don was invited aboard for a "Blast Round the Patch", which he thoroughly enjoyed.

Don is survived by three of his four children and their families, we wish them well.

Jim Lawson. President. With a lot of help from Ken Jones.



# LARS FELLMAN

1943–2016

Lars Fellman was one of those people that one reads about but seldom has the chance to meet. Born in Helsinki, Finland, and living for the past 10 years in Auckland and South Head, Kaipara, his career as an engineer and businessman, mostly involved in breweries, was complemented by blue-water yacht racing (including two Whitbread Round the World events in on board management roles) and extensive aviation interests.

Lars died on 29 June after a short illness that took everybody but his family and closest friends by surprise. A Tiger Moth Club member, he attended the Opotiki fly-in in his Stampe, and he and Alison flew to the 2016 Dannevirke fly-in in the Bearhawk he'd not long completed, reasoning that all those hours in an open-cockpit biplane would be just a bit much for the pair of them.

Lars's New Zealand connections go back to the Auckland stopover in the 1985–86 Whitbread race, reinforced by the next Whitbread and subsequent marriage to Alison, a New Zealander. Also included was an assistant management role, from the Finnish side, of the New Zealand team in the 1987 World Precision Flying Championships at Nummela, near Helsinki.

At the time he was working on a freelance basis for several venture capital and engineering companies, and for a couple of years he tried to make a living at aerobatics, running the Skyline aerobatics group as manager and instructor on a Christen Eagle and a Pitts S-2B. As well as a Twin Comanche for basic transport (and a flight to Oshkosh), he had a Lycoming IO-540-powered Ultimate 10 Dash 300 single-seat aerobatic biplane for competition and displays.

Lars started building a Rotorway Exec 162F helicopter in Denmark and finished it in Sweden, after which it accompanied him in his various roles in the Carlsberg group to Finland, Switzerland, Germany, Italy, England, back to Finland and finally to New Zealand. Fixed wing projects in this country were a Zlin Savage and the Bearhawk, the latter first flown at the end of November 2015.

But aerobatics were always Lars's favourite side of aviation. In 2011 he bought a Stampe SV 4A, the advanced two-seat trainer version of the pre-war Belgian biplane Tiger Moth contemporary but sporting a 140 hp Renault 4P 05 engine with inverted fuel and oil systems.

Quite apart from the fact that ZK-BBV is the only Stampe on the NZ civil register, this is no ordinary example. Lars bought it as F-BBVM from the estate of Xavier Maniguet who died aged 62 in a take-off crash high in the French Alps. And even there the yachting connection intrudes, for Maniguet was part of the French team that sank the *Rainbow Warrior* which Lars saw as a wreck in Auckland Harbour during his first Whitbread visit. Maniguet organised the yacht *Ouvea* that transported the DGSE agents and the mines to sink the Greenpeace ship, and the yacht was scuttled after leaving Norfolk Island after the bombing with the crew picked up by submarine.

In his final days as the cancer took its toll, Lars was able to continue flying his Stampe for as long as possible, thanks to his RPL and the full cooperation of his doctor. Phil Welcome is looking after it to prepare it for sale, and the Bearhawk has already gone south to Otago.

Lars will be greatly missed, especially by Alison and his three adult children from a former marriage, and we extend our deepest sympathies to them and wish we'd known Lars for longer.



# ***DUDLEY JOHN PAYNE***

*12/05/28 - 30/07/16*

Dudley was one of the first to reply when Bob McGarry and I, in 1969, were contacting enthusiasts regarding the inaugural fly in of the Tiger Moth Club. Dudley joined on the 15/10/69 and was member number 10, he also presented the Club with a trophy for the Most Magnificent Moth. The beautiful trophy arrived in time for the inaugural fly in, which unfortunately Dudley was unable to attend. At one time he owned DH Moth Minor ZK-KLM, then later an unassembled Tiger Moth ZK-ASG which Temple Martin restored for him. He was an avid Vintage enthusiast and with a very old car in his garage, he belonged to the local Vintage Car Club.

A few years ago he sent me some Tiger Rags that he had compiled from 1976 to 1977, I noticed that they were all signed with his pseudonym, "Tail Skid" I thanked him very much as I had never seen them before. He wrote of the many adventures he had, as a passenger, in Bill Harris's Tiger ZK-BLV and with John Mackie, the then President, in his Tiger ZK-BLQ. The Tiger Rag benefitted, for many years, the writings of "Tail Skid".

I sent a Sympathy card to Dudley's family and wife Nesta, she replied sending me his funeral service card which contained the following wonderful poem.

*Flight is freedom in its purest form  
To dance with the clouds which follow a storm  
To roll and glide to wheel and spin  
To feel the joy that swells within  
To leave the earth with its troubles and fly  
And know the warmth of a clear spring sky  
Then back to earth at the end of the day  
Released from the tensions which melted away  
Should my end come when I am in flight  
Whether the brightest day or the darkest night  
Spare me your pity and shrug off the pain  
Secure in the knowledge that I'll do it again  
For each of us is created to die  
And within me I know, I was born to fly.*

Farewell "Tail Skid"

Loretta McGarry.

Archivist and Co-Founder of the Tiger Moth Club NZ Inc.



# ***STUART M LESLIE***

*1957 - 02/07/16*

In memory of Stuart, this excerpt was written in the Marlborough Aero Club Newsletter by the President, Craig Anderson.

Stu was 59 years old and had been a Club member since 1998, often participating in Club events, competitions and fly aways.

As anyone who knew him well, will know, he was a shy and quiet chap, but with a dry sense of humour and a heart of gold.

He was an avid aircraft owner, being in several aircraft syndicate shares on the airfield, including the Tiger Moth/Nanchang, Yak 9 and Waco (and maybe more that I am not aware of.)

I only found out today that he was very instrumental in the building of the Marshlands Strip, in fact he financed it.....

Rest in peace Stuart.







Picture by Rachel King. Gisborne Surf.