

# TIGER RAG

## NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC JULY 2017

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

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### THE PRESIDENTS REPORT FOR THE YEAR ENDED 2016.

Our 2016 flying year started out on the 2<sup>nd</sup> of January with a visit to Whitianga, courtesy of the Mercury Bay Aero Club, nice people and a good airfield.

Our second sortie was also in January and that was to the Walsh Memorial Scout Flying School at Matamata. This was to be our third year in attendance, giving young student pilots their first flying experience in a Tiger Moth. Five of our members donated their time and aircraft to this worthy cause. Between them they flew 60 sorties that day, a day to be remembered by all the young participants. Our OICF that day has been congratulated for his contributions and for running a well organised day.

Our third event of the year was to the Napier Art Deco weekend, again we were hosted by the Napier Aero Club and it was another great weekend. We fielded 6 Tiger Moths, 1 Fox Moth, 1 STM Ryan and 1 Bucker Jungmann. They flew several formation flights over the City and were on public display at the airfield.

The fourth big event was our AGM held at Dannevirke in the Tararua District where we had over 40 aircraft in attendance. Our Patron, Simon Spencer-Bower, turned up from Wanaka in his Chipmunk, as did one of our Committee members from Gore, in his Tiger Moth. The Dannevirke Flying School Committee and members turned on a barbeque with more than enough to eat, at no cost, which prompted us to make a contribution from our members attending, a goodly sum of money, which we knew would be put to good use in the extension and renovation of their Club rooms. The Dannevirke Flying School Team are to be congratulated in hosting us for a weekend to be remembered. We have been invited back.

Our fifth event, which is also our Spring Fly In, was at Taumarunui, where else. Weather wise getting there was a bit of a drama, but once there Taumarunui turned on its usual Spring sunshine. We had as many camper vans and cars driven to the event, as we did aeroplanes fly there. We seated over 80 people at the Saturday night dinner including Ace Edwards, AKA Donald Trump with his group of followers. A big thanks to the Taumarunui Aero Club Team for their efforts in making the weekend another one to be remembered.

On the Home Front, the Committee have been working very hard putting together all the necessary, for the 2017 Southern Safari. This even involved an exploratory sortie, by one of our Committee members, to find some of the best places to stop and visit. He was accompanied by a certain overseas visitor from Sweden and his engineer and needless to say, a bit more than exploration went on.

Our merchandise sales are going ahead at full speed, thanks to our Treasurers wife who is heavily involved in the buying and selling. The profits from those efforts help to maintain stock levels and provide a surplus which can be added to our Scholarship Fund, which is looking very healthy at the moment.

This was the first year in which our newly elected Treasurer was in office and he has had a huge amount of work to do. He completed his purge on the membership list, which now stands at 168 fully paid up members, minus our Life Members. He has reinvested our term deposits as they have matured and has managed our day to day spending on such things as merchandise, tyres and tubes. Added to this he has been keeping in touch with the Members that have paid for their registrations for the 2017 Southern Safari and sending out the Tiger Rag. His efforts on the financial side will be recognised in the Treasurers Report.

Throughout the year I have been supported by the Secretary and a group of hard working Committee Members, their contributions have been outstanding as is evidenced by our strong financial position and the popularity of the Tiger Moth Club of New Zealand, we are heading in the right direction. For this I thank them very much.

I also thank our many supporters and especially the volunteers who are always there when things need to be done. Without you, the Club members at large would not enjoy the flying and fun that takes place at our various events.

Jim Lawson.

President.





Lou McAlister, yours truly and Jim Chapman. The Main stays of the illustrious Omaka Chipmunk Formation Team.



# Highlights of the Tiger Moth Club 2017 Safari

Jerry Chisum

Big panic during the weeks before the rally to dry up oil leaks on the Gipsy's engine. John Pheasant worked his magic successfully! The Gipsy II engine now is uncharacteristically (for a pommie engine) almost leak-free.

Colin Trevelyan came along as photographer-historian on our flight of two. The other biplane being Des Strong's ZK-BMY. Our four airborne seats were always full: one of the front seats doing duty as recipient of freight, camping and fuelling gear. Colin T. is famous for having a world-class camera museum, and as such has his choice of the best Leica cameras with which to chronicle our adventure. Jan and I swapped aeroplanes during the trip to equalize our DH-60 and DH-82a times.

First stop from Bridge Pa was Masterton where we joined up with Paul Elliot's Tiger BRM. Flown by and overseas visitor, it unfortunately hit a non-frangible runway marker on landing at Omaka and could not continue on the Safari.

Next day to Hanmer Springs. Colin T. and I saw the huge mountain and highway-blocking slips. The road and rail repairs will probably not be completed this year. The whale watcher boats were converging on a spot about 5 miles out to sea but we spotted a whale only two miles out. Soon after, a pod of at least a hundred dolphins, then seals on the rocks. We followed the coast until due east of Hanmer, then over the hills to roost at the big strip NZHR to park in the protection of the shelter belt. Penny Baynes in her support van was much appreciated by all. We barely had time for a quick soak in the hot springs then a delicious steak and beer. Next morning stopped at Loburn Abbey on way to Rangitata Island where Ivan Campbell refurbished my old helmet and loaned a new one to Colin T. Ivan decided to visit Rangitata Island with us in his new 90% scale Spitfire that has many modifications to make it the most accurate replica of the dozens of those Supermarine (Texas) Spitfires flown so far world-wide. The Chevy Corvette engine sounded exactly Merlin-like. After a great barbecue lunch by Rhianna and Lynda, the ones that chose to go on to Omarama were victims of turbulence and ridiculously slow ground speeds at times. Jan and I heeded Russell Brodie's local knowledge and stayed the night in the Moth cottage. Next day was bright with light winds for an easy cruise to Omarama.

Blessed with perfect weather on the South Island while torrential rains slashed the North Island, we had a great time for competitions and the AGM. Jan and I chose not to wear out our tailskids on the seal at Mt Cook so we missed a great opportunity for pictures at the foot of the big rock. Those who went enjoyed it immensely. I won't pass up the chance if I am ever in the area.

A special time for me was to fly with Ross Brodie, whom we have known for many years. We believe he is reincarnated from his great-grandfather who flew during World War one. Ross, you may remember, soloed sixteen aeroplanes last year on his sixteenth birthday. For the aerobatic competition in the Tiger, Ross did equally well or better than I did, except for his slow roll, which was his first ever attempt at one! Ross also flew the Gipsy just as well as his Tiger competency. Tricia Neville got to try out the Gipsy and commented that it flew nicer than her Jackaroo. Suz, Rupert and Mitch MacLaughlin visited Omarama but only Rupert got to fly the Gipsy. Suz and Rupe were both recipients of our club's scholarships. Suz is flying ATRs for Mt Cook and Rupe is on King Airs for medevac. I don't doubt that Mitch will be eligible in about 13 years.

On to Wanaka where we hid our biplanes in Simon S-B's hangar and chose to drive to Alexandra for the festivities there. Jan liked the loaner car so much that she bought it!

Next stop Nokamai to sample Brian and Ann Hore's hospitality in yet again perfect weather. A fabulous lunch and tour of the shearing shed to settle the meal. Mass exodus to Manapouri, where the only accommodation turned out to be Swiss-like cabins overlooking the lake with jagged mountains marching off toward the sunset. Magic!



Steven Hall



Steven Hall

Then: the jewel in the crown .Biplanes to Doubtful Sound in the golden rays of late afternoon sun. A bit chilly up at 5,000 feet to skim along the tops of the guardians of the fiords. The thousand-foot waterfall spilling over the edge of Brown's Lake was just a trickle of molten silver down the rocky face to the sea. Fiordland had a previous few days of the clear blue skies-so no normal deluge of rain to overflow the lake. Jan circled the Gipsy down in the virtual crater to spread her Gipsy prop wash on the holy place. Further on out the sound to the entrance from the Tasman, a four mast ship greeted us! The setting sun was beckoning us to Tasmania but we turned south along the coast (still no forced landing possibilities except a cold swim). The next big fiord is Dagg Sound which we follow back to Wilmot Pass near the power station, which was closed for tours due to construction work. My nice landing on the smooth grass at Manapouri in Tiger BMY was spoiled by a slow turn to the left due to a flat tyre. Luckily, Adam Butcher was there to meet us and sprang into action to jack up the axle, open the maintenance hangar to fill up a slow leak, tyre back on, taxi to parking and tyre back off to be fixed in the morning. Worked like a well-oiled machine and had a good catch-up with Adam who flew Dominie AKY from Manapouri for a couple years recently, then the float Cessna 206 from Te Anau. Now Skipper Adam is plying Lake Te Anau in the classic ship "Faith." The next morning a local garage fixed the flat by patching the tube. At the restaurant near the cabins we asked one of the locals how many days like this do they get all year. The answer was about five.

At Mandeville we were welcomed By Colin and Maeva; we have a lot of history here. This is where Simon introduced me to Jan in '94 when she flew Tiger ANL from Bridge Pa and picked up Graham Orphan along the way. I was impressed she won the non-instrument circuit! Many years later we were married at Mandeville so to remember our anniversary I only must be aware of "Weekend 8". This year I met young Sheldon, who is working on the DH-60M project in Colin Smith's Croydon Aviation hangar. Sheldon meticulously inspected our Gipsy to see how various details were to be completed. I later made sure he got a flight in ADT to fuel his enthusiasm. Of course many biplanes did formations over Gore to entice the public out to Mandeville.

I was honoured and thrilled that Keith Skilling accepted my offer of a fly-around in our Gipsy. After his second landing I suggested he make a third to complete his DH-60 type rating.

When it came time to bid goodbye to Colin and Maeva we had to delay departure for the fog and ceiling to lift. Phone calls up the way to Roxburgh, Alexandra, Cromwell and Wanaka finally raised the clouds for a gaggle to depart. I went up to the base of the overcast to take advantage of shortcuts but Jan stayed low in the Gipsy for warmer temperatures. But ADT is heaps warmer than Tigers due the hot air from the engine and exhaust streaming in on the left side. You only need to form a scoop with your hand for the warm slipstream. Colin T. and I survived in our multi layers.

Next day to Haast to be surprised at the good condition of the runway. We had planned a quick fuel stop and continue up the coast. As we refuelled we saw a digger working nearby and eventually the driver approached us. Here comes trouble, we thought. Lawrence McGuire, the new owner, is making improvements on the runway and facilities including a hangar and house.



He invited us to stay in the bunk rooms and cooked up a wonderful meal of venison steak and sausages. Great cooked breakfast in the morning to see us on our way past Hokitika to Greymouth. Two hours, a comfortable range for the Tiger. The Gipsy has an aux tank for five hours. At Greymouth many people came to take pictures and a lady photographer who works at Mitre 10 gave us a ride to the hotel. Next morning there was a chill wind blowing from the east carrying tendrils of fog. We learned this is the famous “Barber” wind that streams out of the river gorge behind town.



Jan Chisum

As promised, we had a good breakfast at the Mitre 10 Café. That fuelled us well for the longest day: to Omaka, Masterton, and hopefully Hastings. A crack-of-noon departure from Omaka put us into Masterton for a late lunch downtown. Much airfield socializing ensued. I finally told Jan that Colin and I would head home to beat the sundown.



Steven Hall

A wing waggle to the Dannevirke troops on our way, planning to land Hastings at exactly ECT. Passing Norsewood I heard Jan declare landing at Dannevirke so I turned around and landed there also. We were welcomed by nearly the entire membership of the Flying Club for “Thursday Beers”. Much appreciated. The only accommodation available was “Saigon Hotel” with a good restaurant. Except! Really loud rock music at 5 am from across the street. A short snooze and then the same at 6 am! We found out it was morning exercises at a fitness gym.

And so on to Hastings, for a melancholy end to the fun. At least we got the bonus stop at Dannevirke to add to the experience. Unbelievable weather, good friends, for me this has to be the best “Safari” ever.

# Felicity O'Connor from Dublin joined the Southern Safari, in Tiger Moth ZK-BLI.



Steven Hall

Little did I realise that as a 21 year old Irish hockey player, playing in an International Tournament in Auckland in 1971, and based at Ardmore Teacher Training College, that I would be back again at Ardmore so many years later, this time to take part in the Tiger Moth Club Safari to the South Island.

The experience for me was totally outside the realm of anything I have experienced in my life before. I knew little about vintage aircraft, and flying to me was just a way of getting from A to B on commercial airlines. I was not too sure what was ahead of me but I knew I would get to see a lot of the beautiful sights of the South Island and hoped sincerely that I would enjoy flying in a Tiger Moth, and get on well with Graeme's friends in the Tiger Moth Club.

Well the verdict is that I absolutely loved the Tiger Moth. I loved being up in the sky with the wind blowing in my face. I loved the taking off and the landing, I loved the amazing views beneath me, I loved flying low at times along the coast, and higher up through the mountain valleys. I was never happier than when in the air flying in the amazing little plane that is the Tiger Moth.

From Ardmore to Whanganui, down along the coast and over Cook Strait to Blenheim, and then past the massive hillside slips at Kaikoura and on into the very pretty town of Hanmer Springs, my mind was saturated with beautiful images on a constant basis.

I loved the Formation flying over Ashburton, what a thrill in perfect calm conditions. Then on to Omarama for the Club fly-in and AGM, followed by Wanaka, Alexandra, Manapouri and Gore.

I met so many people on the trip, and they all made me feel very welcome. Okay I did have a hissy fit over accommodation at Manapouri, and Grant and Karen Drinkrow came to my assistance way above the call of duty!

Being Irish, I will have to get used to the New Zealand way! The boat trip across Lake Manapouri and on to Doubtful Sound, on that beautiful sunny day was stunning.

Then back up to Wanaka and on to Haast for our homeward journey. Somewhere over Makaroro I promptly lost my phone out of the Tiger Moth while happily snapping away at the wondrous sights below. Gone in an instant! So many lost pictures. After Haast it was up the magnificent West Coast to Greymouth then on to Motueka. Finally it was across the picturesque Marlborough Sounds, Cook Strait, then back to Whanganui and Ardmore.

The whole trip was utterly amazing for me. Another of the highlights was flying happily up in the air on a sunny morning with my trusted pilot Graeme singing "Oh what a beautiful morning, Oh what a beautiful day". Well I could have died and gone to heaven pronto.

I will be back to fly in that Tiger Moth again.



## Jan Chisum. Special memories of the 2017 Vintage Rally.

History and previous experience have proven that 'chasing' the various weather forecasts only raises one's blood pressure which doesn't sort anything positively so que sera sera. The mission was to get to Omarama for the first weekend of March so most northerners and our nomadic southerner met on the 1<sup>st</sup> at Omapa. At least 13 Biplanes plus various other Rally aircraft stayed the night with the occupants well catered for by the Marlborough Aero Club members. Onwards to Hanmer Springs with coastal cavorters staying out to sea along the northern Kaikoura Coast as Notamed, to keep clear of the many helicopters sluicing the massive slips. Once inland, there was evidence of huge changes of landscape to an extent that we really didn't hear about in the media. One of the photos clearly shows the seabed having been raised drastically.

Hanmer is always (well, nearly always!) a great and most picturesque place to visit, tucked in amongst the foothills of the Southern Alps with the added allure of fantastic hot pools. Unlike the challenging conditions on the last Rally, this time they were most welcoming and our amazing 'refuellers' were there to satisfy our steed's thirsts. Staying at the 'Drifter's Inn', our hosts Adele and Andy were superb, offering very nice dinner, bed & breakie for an exceptional rate and were even happy to keep Jerry's & my dins on hold as we dragged ourselves back from a good old hot soak down the road. We slept very well that night!

For those of us the next day who called in at the aviation hub of Rangitata Island, we were well fed by Lynda & Rhiannon Brodie while Russell & Ross catered for the aircraft's needs. For most it was full steam ahead for Omarama, nestled in the southern end of the McKenzie Basin but we accepted the hospitality of the Brodie's - stayed the night and enjoyed a very pleasant trip early next morning. Am sure much will be written about this excellent weekend so will move along with other special high lights. Except to say that my one major regret is that as I didn't confirm a booking for a glider flight on Monday with the chap from the Gliding Club I'd been speaking with, of course someone else had got sensible & taken the later morning session – damn it.....

It was so good to see our busy Patron Simon with Carolyn in their Chipmunk. Citing an absence of any recent Tiger flying, luckily for the other competitors, he elected to judge instead of compete for 'his' aerobatic Trophy. Currency or not doesn't seem to have made much difference in the past with him!

It was a treat indeed the surprise attendance of the U.K Moth Club's President, Henrietta, Duchess of Bedford who I believe has become one of our newest members. She has a penchant for anything de Havilland so was in her element amongst the five (at least) different deH types. Hawkeye was to have added his restored Puss Moth to the collection but for a port strike in Europe so we'll have to wait another year to see that one.

Another highlight from the start was the reappearance of ZK-CYC, previously owned by the late and much missed Ross Duncan. John Perriam is the excited, proud new owner with John Lamont being his chauffeur until son Daniel converts from his helicopter duties.



We continued to have plenty of fun & beaut flying then after a few more days arrived at Manapouri after a memorable visit to Nokomai, the home of Brian & Ann Hore, nestled in the valley between Garston & Bannockburn. By this stage, our organizers must've been doing mathematical handstands to fathom the numbers for the next lunch, dinner or bed place. I think Ann & Louise are adept at the 'loaves & fishes' scenario as a great mass of hungry pilots & crew were nearly silenced as they got on with the magnificent lunch.

Now for one of my flying highlights of all time – having settled into our Swiss like chalets at Manapouri , quite a few went out for the day on the boat cruise to Doubtful Sound via the Wilmot Pass. Jerry, passenger Colin Trevalyan & I chose to fly out late in the afternoon when the low sun created extra special effects. If ever there was a case of having ultimate faith in one's old engines, this was surely it. In perfect conditions, we flew about at around 5000ft, looking up at the walls of the fjords. Like midgets we meandered around until we met the Tasman Sea with a 4 masted sailing boat out to starboard – could've been right back in the '30s so quite magical.

As usual, much merriment was had afterwards, then onto a belated 'Weekend Eight' at Mandeville where it didn't go unnoticed that Jerry & I consider this our wedding anniversary, no matter what the date might be. Penny & Jeannie had, as usual been scheming and presented us with fluffy renditions of ostriches having laid clutches of Easter Eggs – we're still waiting for them to hatch! It's always so nice to spend time at the deH centre of NZ where we got in one day of flying and the gloomy Sunday turning us into ground hog tourists which was also fun. One of the VL highlights was the BBQ on Friday night where we dined on Blue Cod caught that morning by our hardy fishermen who'd flown to Stewart Island. The fare was whisked back by 'Skillers' and his crew in the C180 thinking 'freshest is bestest'. Accompanied by fresh salads, veg and superb Methode Bubbles gifted by John Perriam, it really doesn't get much better.

Well that's what we thought. Our next stop was Haast, running a bit behind the main flock which was not a biggie since we wanted to stay there anyway as the others headed northbound. After paying our landing fee, we were met by the owner, Laurence McGuire who has done the most amazing work in resurrecting the one time WW2 US Bomber Base. The \$20 fee at first seemed a little steep but when you see the effort and expense he's put in, this is actually quite palatable.

He then played 'host with the most' since he said we wouldn't get accommodation or food in 'town' - as we put our steeds to bed, he produced an amazing wild venison casserole fit for a Michelin rating (food, not tyre!) Since we were travelling with the Bendigo wine that John gave those of us who flew over his property, this went down a treat! The next day, Lawrence lent us his fancy ute to visit Wayne & Ruth Allanson at Jackson's Clearing and take a wonderful jet boat trip with them up the Waiaototo River. This is their heaven and they feel so much more relaxed after dealing with all the excesses of running an aviation business – say no more!

This was to be a short piece just mentioning the particular highlights and we haven't even arrived home yet but suffice it to say there are many others as the trip was quite spectacular in every way. As always, it was special to have overseas friends join us and we hope to see the Scottish aviators back again before too long.

One more amusing deal was with not quite getting home on the Thursday and having to overnight at Dannevirke when as luck would have it, our flying mates there just happened to be having their beer'oclock evening so another nice welcome was had. Just don't get the rooms in town opposite the gym that starts ( very loudly) at 0500 with another session at 0600 when you've just got back into snooze mode!

A huge Thank you goes out to the ones who did so much work to make this happen in such a way.....



*Jeanette Lei and the late Ross Duncan with Tiger Moth ZK-CYC.*





Steven Hall

Seventeen years ago I tried to summit Mt Cook. Being allergic to exercise, I decided to use an aeroplane.

That summer of 2000, resulted in failure as a brand new aeroplane , inexperienced driver , very inexperienced co-driver (all 120kgs of) , minus 20°C , perfect morning of no cloud or wind, etc, etc, managed to thwart us.

Anyway we didn't quite make the top, although it was my best flying experience so far. The old girl was pretty heavy with fat Pid in the front, full tanks (incl long range) and even using the mixture control the highest we got was 11100'. Absolutely zero wind, nothing but blue sky -in fact not a single bump the whole trip. We ran out of upwards type momentum, even dropping the nose a fraction to gain a few knots to convert into height stopped working, so 11,100' was the new ceiling. Mt Cook is 12,500 odd feet, so do the math (three years in standard 4 for me) so I looked at the situation and realised the mountain was currently higher than we were.

It was still a surreal feeling as the perfect morning made it feel like we could just reach out and touch the snowcapped mountain face. We circumnavigated the peak at maximum attainable height shouting at all the climbers that exercise was bad for you. Guess we may as well return as we've both lost all feeling in most body parts.

We managed to return to Omarama, and six hours later after walking into town for breakfast and back, googling "frostbitten toes and how to fix them" couple more hours of mild panic – feeling slowly returned to our nether regions.....and our toes.

Fast forward to 2017. Summer again and another Tiger Club rally to Omarama.

That's quite close to Mt Cook – I believe a second summit attempt is in order.

This time the driver is a little more experienced (I put my feet in plastic supermarket bags – worked good!) the co-driver, Stefan the Swede is very experienced and once again the weather looks like it will behave. The definition of insanity is doing the same thing over and over, expecting a different result. So, being in Omarama why not talk to the glider drivers? I found the big cheese, Gavin, bent his ear, listened in on the most excellent weather briefing for the next morning, and then went to bed early, anticipating a sparrow fart start.



Steven Hall

At this point I'd better mention the partner in grime. Mr Grant Wilson and his trusty steed. Told him I would supply two briefly used plastic supermarket bag/socks if he would care to accompany myself and the Swede to the summit of Mt Cook. Being of sound mind and body (pity about his judgment of character). He replied in the affirmative.

So dawn that morning confirmed the accuracy of the previous day's weather brief. We all put on every piece of clothing we had brought for the two weeks away, started our machines and struggled into respective cockpits.

Up up and away in our magnificent flying machines. Gavin had said we would find something called "blue wave" at about 9000' just south of Twizel on the edge of a southern alp.

Just south of Twizel at 9000' on the edge of a southern alp, we started to go up.

It was quite smooth, although we could tell there was wind as we were looking over our right shoulder while pointing at Tasmania and flying towards Mt Cook. But, as predicted by Gavin, we were increasing our height.

At about 50 mins flying time we were getting close to the desired mountain, which when we got there was obscured by cloud around the top 1000 odd feet. We were sitting at 13,500' when Grant found another bit of wave and jumped to 14,200'. We both stumbled around the area for 5 mins then, universal wing waggle, decided to head for home. It seems "blue wave" means when you get free lift you also get compulsory down. So possible track miscalculation means descending faster than you intended. Anyway, we passed over the Hermitage on the way to the northern edge of Lake Pukaki, over Twizel and back to Omarama.

We were met upon arrival by the rally participants, to help us out of the aircraft and chase us around a bit to help thaw out. It was a great way to finish another memorable Tiger Club annual shindig weekend with a good bunch of friends and good reliable old aircraft.

Thanks for the company Grant – hope you enjoyed the experience as much as I did. However, now I have to go and do it again to beat 14,200 feet!

Footnote: the Swede might be very experienced in old aeroplanes, but he is very inexperienced with GoPro cameras. Therefore we have 41 mins of gypsy major music sans picture to entertain anyone who is interested.





Steven Hall



Steven Hall

# Annual General Meeting.

As part of the Southern Safari, the AGM of the Tiger Moth Club of NZ was held at the Countrytime Hotel, Omarama on Sunday March 5<sup>th</sup> 2017.

## Highlights of the meeting.

Eddie Doherty Elected to Life Membership. At the meeting, Eddie Doherty was elected to Life Membership, in recognition of his outstanding contribution to the Club since its inception. Eddie was responsible for compiling the Club Rules, and has held positions on the Committee over many years.

Venue for 2018 Annual General Meeting and Fly-in. Whitianga was approved as the venue for the 2018 AGM, with the Whitianga Aero Club acting as host. Whitianga airfield offers large cross runways, with excellent facilities for our competitions, meeting, and dinner. The event is planned for the weekend of March 2nd to 4th 2018.

Treasurer Reports Strong Financial Position.

Treasurer Grant Drinkrow reported a profit of \$11,800 on turnover of \$28,100 for the financial year ended 31st Dec. 2016. This boosted the member's funds to \$59,000.

The increase in profit was attributed to a claw back on overdue member subscription payments, successful events held at Dannevirke and Taumarunui, and good merchandise and parts sales. He also reported that \$2,836 was set aside during the year to our education fund. Along with donations received, this fund stands at \$4500.

The Club membership for 2016 was 176 financial members, consisting of 8 Life members, and 15 new members who joined during the year.

## Invitations.

The Taumarunui Aero Club has again invited all aircraft and members to Taumarunui for the annual spring fly-in. This will be held the weekend of Oct 13th to 15th 2017.

The following weekend, Oct.20th to 22nd, the Club has been invited to the Taupo Gliding Clubs` 50th Anniversary celebration. More information on these events will be published nearer the time.

Russell Brodie has invited all members to Rangitata Island on the weekend of 9th and 10th Sept. to join the celebration of 100 years of aviation in their family.



## Arrivals. Omarama 17<sup>th</sup> March 2017

| Registration | Aircraft    | PIC                 | PAX                             | Home Base       |
|--------------|-------------|---------------------|---------------------------------|-----------------|
| AON          | DH82        | Amanda Rutland      |                                 | CHCH/Napier     |
| BLI          | DH82        | Graeme Wood         | Felicity O'Connor               | Ardmore         |
| ALK          | DH82        | Grant Wilson        | Denise Wilson                   | Ardmore         |
| BMV          | DH82        | Jerry Chisum        | Colin Trevallion                | Bridge Pa       |
| BEC          | DH82        | Wayne Edwards       |                                 | Patamahoe       |
| BFF          | DH82        | John Pheasant       | Bill Finlen (OZ)                | Tauranga        |
| BAH          | DH82        | John Baynes         | Jeanette Lei. (Joined at Omaka) | Gore            |
| CYC          | DH82        | John Lamont         | Jeanette Lei. (TM to Omaka)     | Ardmore         |
| AQB          | DH83c       | John Eaton          |                                 | North Shore     |
| ADT          | DH60g       | Jan Chisum          |                                 | Bridge Pa       |
| UAS          | DHC1        | Jim Lawson          | Neil McHugh                     | Te Kowhai       |
| DUC          | DHC1        | Simon Spencer Bower |                                 | Wanaka          |
| ARL          | DHC1        | Jim Chapman         |                                 | West Melton     |
| XUK          | DHC1        | Lou McAlister       |                                 | Cust            |
| CKH          | DHC2        | Jim Schmidt         | Cheryl Schmidt, Peggy Vaile,    | Ardmore / USA   |
|              |             |                     | Simon and Niamh McCall.         |                 |
| ENJ          | HARVARD     | ACE Edwards         | Jeannie Sharland                | Ardmore         |
| AOB          | Auster J1/B | Brian Hore          |                                 | Nokomai Station |
| BKW          | Piper Cub   | Kevin Paulsen       | Leanne Butler                   | Ardmore         |
| CSS          | Carbon Cub  | Rob Gray            | Bob Innes.                      | Ardmore         |
| PJS          | Stearman    | Rob Mackley         |                                 | Ardmore         |
| JDJ          | Cessna 177B | Grant Drinkrow      | Karen Drinkrow                  | Ardmore         |
| ELY          | Cessna 180  | Alan Boyce          | Lyn Boyce                       | Ardmore         |
| SLM          | Cessna 180  | Dennis Neville      | Tricia Neville                  | Ardmore / UK    |
| KMK          | Cessna 180  | Keith Skilling      | Michelle, Barry & Jan           | Tauranga        |
| DLY          | Cessna 185  | Bill Lamb           |                                 | Napier          |
| CDP          | Glaster     | Rex de Bettencor    |                                 | Ardmore         |
| EPA          | Europa XS   | Gavin Lee           |                                 | Ardmore         |
| MAL          | Pelican GS  | Wally Pendray       |                                 | Whitianga       |
| SE-AK        | B/Jungmann  | Hawkeye             | Stephan                         | Sweden          |
| CMP          | Citabria    | Wayne Tantrum       | Wendy Tantrum                   | Omaka           |
| JQS          | Nanchang    | Ryan Southam        | Tracey                          | Omaka           |

# Southern Safari Competition Results. Omarama 2017

| REGO | PILOT              | BOMBING |    |       | SPOT LANDING |    |      |       | PERFECT LOOP |       | TIME TRIAL |       | AEROS  |       |
|------|--------------------|---------|----|-------|--------------|----|------|-------|--------------|-------|------------|-------|--------|-------|
|      |                    | 1       | 2  | PLACE | 1            | 2  | AVE  | PLACE | POINTS       | PLACE | TIME       | PLACE | POINTS | PLACE |
| ADT  | Jerry Chisum       | 41      | 22 |       | 4            | 10 | 7    | 2nd   | 9.8          | 1st   |            |       | 2058   | 2nd   |
| ALK  | Grant Wilson       | 55      | 44 |       |              |    |      |       |              |       | 7.1        | 3rd   |        |       |
| ALK  | Dennis Neville     | 42      | 64 |       | 8            | 4  | 6    | 1st=  |              |       |            |       |        |       |
| AOB  | Brian Hore         | 42      | 7  | 1st   | 5            |    |      |       |              |       |            |       |        |       |
| AON  | Bill Lamb          | 61      | 40 |       |              | 22 |      |       |              |       |            |       |        |       |
| AON  | Amanda Rutland     | 33      | 30 |       |              |    |      |       |              |       | 7.36       |       |        |       |
| BAH  | John Baynes        | 48      |    |       |              | 8  |      |       | 8.7          | 3rd   | 7.16       | 4th   |        |       |
| BAH  | Jeanette Lei       | 41      | 61 |       | 40           | 18 | 29   |       |              |       |            |       |        |       |
| BAH  | Ryan Southam       | 35      | 42 |       | 12           | 15 | 13.5 |       | 7.8          | 4th   |            |       | 2277   | 1st   |
| BAH  | Tracey Dixon       | 60      | 65 |       |              |    |      |       | 4.5          |       |            |       |        |       |
| BAH  | Wendy Tantrum      | 99      |    |       |              |    |      |       |              |       |            |       |        |       |
| BAH  | Wayne Tantrum      |         |    |       |              |    |      |       | 5            |       |            |       |        |       |
| BEC  | Wayne Edwards      | 29      | 14 |       |              | 15 |      |       | 9            | 2nd   | 6.53       | 1st   |        |       |
| BFF  | John Pheasant      | 28      | 13 | 3rd   | 0            | 17 | 8.5  |       |              |       |            |       |        |       |
| BFF  | Bill Finlen        | 25      | 31 |       |              | 1  |      |       |              |       |            |       |        |       |
| BKW  | Leanne Butler      | 33      | 38 |       |              |    |      |       |              |       |            |       |        |       |
| BKW  | Kevin Paulsen      | 29      | 31 |       | 2            | 10 | 6    | 1st=  |              |       |            |       |        |       |
| BLI  | Graeme Wood        |         |    |       |              |    |      |       |              |       | 7.34       |       |        |       |
| BLI  | Alan Boyce         | 30      |    |       | 22           | 10 | 16   |       |              |       |            |       |        |       |
| BLI  | Peter Bradfield    | 25      | 19 |       |              | 25 |      |       | 6.5          |       |            |       |        |       |
| BLI  | Andy Love          |         |    |       |              |    |      |       | 6.8          |       |            |       | 1635   | 4th   |
| BMV  | Jan Chisum         | 19      | 22 |       | 11           | 20 | 15.5 |       | 5            |       | 7.5        |       |        |       |
| BMV  | Ross Brodie        |         |    |       |              |    |      |       | 6.9          |       |            |       | 1811   | 3rd   |
| CDP  | Rex De Bettencourt | 54      | 38 |       | 50           | 12 | 31   |       |              |       |            |       |        |       |
| CDP  | Wayne Edwards      | 19      | 56 |       | 0            | 16 | 8    |       |              |       |            |       |        |       |
| CSS  | Robert Gray        | 41      | 36 |       | 9            | 22 | 15.5 |       |              |       |            |       |        |       |
| CYC  | John Lamont        |         |    |       |              |    |      |       | 6.5          |       | 7.08       | 2nd   |        |       |
| DUC  | Simon S Bower      | 34      | 12 | 2nd   | 4            | 11 | 7.5  | 3rd   |              |       |            |       |        |       |
| JLB  | Jim                | 10      | 16 |       | 4            | 28 | 16   |       |              |       |            |       |        |       |



## AGM Trophies.

### AGM TROPHIES.

Date Presented. 4<sup>th</sup> March 2017

Place. Omarama.

Trophy Name.

Presented For.

Presented To.

|                                |                                    |                                   |
|--------------------------------|------------------------------------|-----------------------------------|
| Ross Duncan Memorial Cup.      | Committee decision.                | John and Penny Baynes.            |
| Murray Neich Memorial Trophy.  | Youngest competing member.         | Ross Brodie.                      |
| Loretta McGarry Rose Bowl.     | Best vintage aeroplane.            | Hawkeye.                          |
| E.F. Harvie Memorial Mug.      | Most helpful member.               | Ken Rogers.                       |
| John Crosbie Trophy.           | Most interesting flight to fly in. | Amanda Rutland.                   |
| Dudley Payne Cup.              | Most magnificent Moth.             | John Eaton.                       |
| Temple Martin Memorial Cup.    | Most original Tiger Moth .         | Wayne Edwards.                    |
| Noya Smith Tankard.            | Bombing.                           | Brian Hore.                       |
| Stan White Memorial Cup.       | Perfect Loop.                      | Jerry Chisum                      |
| Simon Spencer-Bower Cup.       | Tiger Moth Aerobatics.             | Ryan Southam.                     |
| E.J.Schaeffer.                 | Non instrument circuit.            | Jan Chisum and Wayne Edwards.     |
| John Mackie Memorial Trophy.   | Spot Landing.                      | Kevin Paulsen and Dennis Neville. |
| Brodie Trophy.                 | Air race/time trial.               | Wayne Edwards.                    |
| J.&AC.Lawson Trophy.           | Non Tiger Moth Aerobatics.         | Dennis Neville.                   |
| Scott Greaves Memorial Trophy. | Best return to service.            | John Eaton.                       |
| Pine Park Trophy.              | Longest flight in open cockpit.    | Grant Wilson.                     |

## Trophies.

|                                                       |                                         |
|-------------------------------------------------------|-----------------------------------------|
| John & Vel Hainsworth,<br>Hikurangi Challenge Trophy. | (Bombing.<br>(Spot landing.             |
| Ross Duncan Red Tiger Trophy.                         | Tiger Moth spot landing.                |
| Ross Duncan Memorial Cup.                             | Committee decision.                     |
| Ralph Saxe Memorial Trophy.                           | Perfect loop, for Chipmunks and others. |
| Grant and Karen Drinkrow Trophy.                      | Perfect loop for Tiger Moths.           |
| Piper Cub Trophy.                                     | Spot Landing.                           |

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# Magnificent Enterprise. Moths, Majors & Minors.

A fine publication and a 'Must Read' for any discerning de Havilland Fan. These books are for sale through the Club for the special price of \$35.00. Orders to go to the Hon Sec, as Grant is away for a couple of months.

Below is an excerpt from the Introduction.

## Introduction

*Moths, Majors & Minors* is the second volume of *Magnificent Enterprise* — the History of The de Havilland Aircraft Company. It begins with the problems of trying to build small aeroplanes so that flying could become cheap enough for the "man in the street". By 1922 The de Havilland Aircraft Company was a small business building a reputation of excellence with their D.H. 18 and D.H. 34 airliners, where Geoffrey de Havilland designed each new aircraft using the knowledge gained from earlier machines. The company slogan: "There is no substitute for experience", plus years of piloting aeroplanes, was the basis of Geoffrey's independent thinking that led to the Moth biplane.

In *Moths, Majors & Minors* the story is told from earliest Moth type to the ultimate development, the Tiger Moth, that many claim was the greatest training aeroplane ever built. Other types developed by The de Havilland Aircraft Company in the twenties and thirties are also described, ending with the unbuilt projects abandoned at the start of World War Two. The thirties were a golden era of carefree flying, a time when regular airline services came to the smallest of cities and when newspapers heralded record breaking flights across the world. De Havilland aircraft featured in all these arenas but the greatest triumph of all was the victory by the Comet racer in the 1934 MacRobertson Centennial Air Race to Melbourne.

This book started as a scrapbook when Norman Eastaff joined the Second Aircraft Group (S.A.G.) at Leavesden in 1944, as a lad of 16, processing sub-contracts for the D.H. 98 Mosquito. Although at first he found the work interesting, it did not satisfy him so he transferred to the Ministry of Aircraft Production as an Air Traffic Control Assistant. He was trained at No. 11 O.T.U. and his first flight was in a Tiger Moth. Bundled in, he was taken for a long circuit. "The noise of the engine precluded any conversation with the pilot", he recalled. "It was cold, wet, and draughty and I hoped the pilot would not go into the lowering cloud. I wondered if this was the world that Biggles liked. Interrogation on deplaning was on the spot and I was unprepared for it. Did you like it? Were you afraid? Would you go again? I was so cold and frozen that I forget what my answers were." Fortunately Norman was posted back to Leavesden.

During his long employment with de Havillands Norman gathered a wealth of data, photographs, and drawings, and the Eastaff collection grew until, in 1993, he retired from the aircraft industry. By now he was living in Hamilton, New Zealand, but he checked the archives he had accumulated to ensure, as far as possible, that nothing of great significance was missing. With the assistance of his old colleagues, still employed by British Aerospace at Hatfield, most of the gaps were closed.

Norman then started on the drawings. He wrote: "I now know why people have shied away from drawing some of the designs. Perhaps it is only in isolation that it has been possible to complete them. I have tried, within the limitations imposed by page size, to show a reasonable amount of structural detail. The drawings are not to constant scale but rather to the biggest size that would fit on one page. It is unfortunate that I could not have commenced work earlier as it has taken far longer to complete the drawings than I had estimated."

When Norman's health began to fail he generously passed on the entire project to Janic Geelen to complete. This was not an easy task for, apart from the accumulated finished drawings and filing cabinets full of photos and information, and a library of reference books, there was little actual writing. The decision was made that *Magnificent Enterprise* would concentrate on the history of the de Havilland factories and aeroplane development rather than the individual destinations of aeroplanes, engines, and propellers. Modifications made by other aircraft companies or operators have been largely ignored. The stories of how some of the aircraft were used have been included to give the reader an impression of what aviation was like during the "between the wars" period as covered by *Moths, Majors & Minors*. Likewise the photos were all taken during those years.

Each type was given a specification box where all the relevant data has been listed. Much of this came from de Havilland publications but, as in the case of the Gipsy IV engine, even these were not readily available. Facts that could not be verified were omitted rather than included with the proviso: "possibly".

*Moths, Majors & Minors* follows on from *Volume One: Airborne, Airco & Airliners*, which covers the period when Geoffrey de Havilland built his own aeroplane, learned to fly and helped develop flying into a science at Farnborough. Included are his First World War designs with Airco and the development of civil airline flying in the early twenties, concluding with the pioneering flights made in the D.H. 50 and D.H. 66 airliners.

Further volumes of *Magnificent Enterprise* will cover World War II and post War military designs (*Mosquitoes, Vampires & Venoms*), civil aircraft (*Beavers, Comets & Doves*) so that all the types that bore the name de Havilland are covered as well as the engines, propellers, and rockets. To complete the set there will be two volumes of production lists.

It is therefore with gratitude and acknowledgement that this set of books are dedicated to Norman Eastaff, for his foundational collections, information and detailed reconstructed drawings have provided the basic structure of the series. As well, his abiding enthusiasm for the whole de Havilland history sustained his investigations for the many years of our friendship with him. Those of us at NZ Aviation Press wish our readers good reading and a nostalgic cruise through these aspects of Aviation History and a wealth of information.

**Janic and Kath Geelen:** Publishers, author and editor.



# MAGNIFICENT ENTERPRISE

MOTHS, MAJORS & MINORS



JANIC GEELLEN





Ace Edward and Jeannie Sharland took part in the safari with Harvard 1098.



Ryan, Tracey and the crew enjoying drinks at Omarama





The view of Omarama from the Chisum's DH60



Steven Hall

Grant Wilson's immaculate DH82a ZK-ALK





Steven Hall

Hawkeye departing Manopouri in the Jungmann.



Chipmunk line up at Omarama.