

TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

FEBRUARY 2019

While some members enjoyed a quiet relaxing Christmas break others worked hard and the new year started with one big surprise. The third New Zealand built DH 98 Mosquito was test flown for the first time on Sunday 13 January 2019. While not strictly the type of aeroplane associated with Tiger Moth Club members any flight of a de Havilland Mosquito in New Zealand is worth mentioning. This particular machine has had a long history in New Zealand. In a month or so this Mosquito will once again depart our shores for the United States where it will hopefully give pleasure to many who see it fly.

Photo courtesy of Keith Morris

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The History of ZK-BCV

Built at Hatfield as a Mosquito F.B. VI for the RAF serial number PZ474 on 16 Apr 1945

The RAF record card gives these dates:

19 Maintenance Unit, St Athan on 19 Apr 1945

8 Operational Training Unit, Haverford West on 3 May 1945

132 Operational Training Unit, East Fortune, Scotland 13 Jun 1945

51 Maintenance Unit, Lichfield (storage) 18 Feb 1946

RAF Pershore for RNZAF 23 Jan 1948

Flown from UK, departed 3 Mar 1948 to New Zealand, arrived Whenuapai 3 Apr 1948

Repainted as NZ2384 for RNZAF

At present I have no details of any RNZAF use but it did spend most of its life in storage at Taieri.

Declared surplus on 17 Jul 1953

sold to Bob Bean & Arthur Kaplan trading as Aircraft Sales Inc, Los Angeles, California

Registered ZK-BCV to Aircraft Supplies Ltd, Palmerston North on 12 Sep 1953 along with five others

(ZK-BCT to ZK-BCY) Aircraft Supplies were acting on behalf of the American owners.

Flown to Whenuapai 10 Mar 1955 and departed next day for Nadi, Fiji as N9909F

The flight continued to Canton Island on 14th and Honolulu on 16 Mar 1955

The owner was Richard E. Loomis of Trans World Aerial Surveys of Pasadena, California. A rumour spread quickly that the Mosquitoes were destined to be on sold to an unnamed Central or South American country and as a result the Government banned the export of the other five Mosquitoes. Could that have been the Dominican Republic which obtained machines in 1948 and 1951 from the UK and Canada?

Ownership of N9909F passed from Loomis to Insurance Finance Corp of Studio City, California on 8 Aug 1956 and then to Richard R. Newman trading as California Air Charter in 1958

Rumour has it the Mosquito was used for smuggling in South America but by the following year, possibly as a result of damage during a taxiing accident, the Mosquito was in open storage at Whiteman Air Park, California. Marvin E. Whiteman claimed ownership in 1967 in lieu of unpaid parking fees and sold the remains to Ed Maloney of the Air Museum at Chino. The fuselage was cut to ease transport.

Restoration was always the aim but the opposite happened and the aircraft continued to deteriorate. The US civil aircraft registration was cancelled on 20 Dec 1970

Years later the remains came to Ardmore and a whole new aircraft was built around those metal components that could be restored to a serviceable condition. So another Glynn Powell inspired and built Mosquito restoration was completed and first flown by Steve Hinton at Ardmore on 13 January 2019.

ZK-BCV as N9909F parked at an airfield in California



Walsh Memorial Flying School, Waharoa 2019

Once again, the organisers of the Walsh Memorial Flying School invited the Tiger Moth Club to attend their annual January flight training school at Matamata airfield on Sunday 20 January. Ever since the Tiger Moth Club first came to the Walsh School, back in 2014, the Club has been invited back every year due to the very positive student and instructor feedback. The chance to fly in an aircraft from a bygone era remains as exciting today as it has ever been judging from the 60 students who got themselves on the scheduled list along with 8 others on a waiting list.

The owners of four Tigers BFF, BMY, CCQ and ALK along with two Stearmans, 55 and 77, advised that they would attend but the Saturday night weather brief from Matamata for early low cloud and a fast moving front expected during mid-morning, resulted in some last minute changes of plan.

Jan Chisum in BMY flew up from Hastings on Saturday afternoon to make sure she was there for an early start with the rest planning to leave their locations between 0700 and 07.30 on Sunday morning. The weather as predicted meant that pilots had to decide quickly how and when to reach Matamata. Jim Schmidt in CCQ, being a further 50 minutes away at Kaipara, realised he would not make it prior to the weather closing in so he had to flag away the event. I set off in ALK but once in the air my planned track down the Hunua valley was blocked by low cloud. So I headed south via the coast and ALKs ground speed was as high as 101kts at one point. The two Stearmans waved as they passed us around Kaiaua and were soon lost in the distance. There was certainly cloud about but conditions were flyable all the way. On landing Ken Jones was already at work marshalling the aircraft to positions for fuelling.

There was no sign of John Pheasant but given the cloud base there was little chance of making it over the Kaimais. Covers on and off to register, have a cuppa and attend the briefing. Due to our late arrival and a couple of aircraft down we decided to make the best of it once the weather cleared. By this time all ground crew had arrived, we had had a shower of rain but not much to speak of. Came out of the briefing to patches of blue sky and by the time we had first students strapped in, we were bathed in clear skies and a great day to fly apart from a niggly crosswind that just would not go away.

Given John Pheasants enthusiasm for this kind of event we were surprised not to see him for there was not a cloud to be seen even over the Kaimais. Then we received a message from him at midday that he was on his way and his delay had been due to 30 knot winds at Tauranga. He arrived just after we had lunch and of course was keen to catch-up.

A very successful day during which 54 flights were completed, so that was 54 enthusiastic flyers. I would like to thank the team for their time in participating in the event and the support they have for the Tiger Moth Club.

Those who attended this year in no particular order

BMY- Jan Chisum

BFF- John Pheasant

ALK- Grant Wilson

Stearman 55- Rob Mackley

Stearman 77- Graeme Wood

Keith Skilling

Pete McVinnie

Les Marshall

Mike O'Grady

John King

Caroline Rolf

Ken Jones

Janic Geelen

Jerry Chisum

Jean-luc Tuionetoa

Bernardette McGuire

Roshane Mendes

Ian Ashley

I would also like to pass our thanks to the Walsh organisers and the Matamata ATC for their help during the day. Phil and team in the tower certainly had a busy time with us, students still flying and the gliders also taking to the sky.

We look forward to 2020

Grant Wilson

53rd Walsh Memorial Scout Flying School, Waharoa



Briefings are taken seriously that even non-flying Tiger Moth Club members attended but were not necessarily attentive!



HQ for the day was a pergola and chair, a bench, an efficient scout leader, Sophie, under Tiger Club control.



Les Marshall and Mike O'Grady provided the refuelling crew for the three Tiger Moths and two Stearmans that attended Waharoa.



First up student in ZK-BMV was Grace McDonald



Do I have to crank up the inertia starter for every flight?



Matthew Bell after his introduction to open cockpit flying with Woodsie is guided away safely by Roshane.



On silver wings they prepared to fly



The smile says it all



One of the teams that achieved a six minute turn around including a change of helmet and flying jacket as well as a last minute briefing. Well done team Jan and Jerry Chishom.

Below: Lunch-time refueling of ZK-BMV





Words of wisdom from Jean-Luc



There is a saying: "One should never let a strut get in the way of a good conversation."
Grant Wilson and John King.



ZK-ALK is a Hatfield-built Tiger Moth but after such a long life at least one part is not from Hatfield. Eh?



Serious Stearman student. With Rob Mackley



"I Hear you loud and clear Captain"



That's what we all think when we are toggged up ready to go up in a Tiger Moth

De Havilland DH 82A Tiger Moths still in existence with a NZ connection

NZ registration	Built at	c/n	build year	status
ZK-AGI/NZ721/ZK-AIA	Hatfield	3697	1938	current
ZK-AIL (ex NZ661)	Morris	83493	1940	last flown 1 Dec 63/restoration project
ZK-AIN (ex NZ775)	Morris	83202	1940	on display at MoTaT, Auckland as ZK-ANN
ZK-AIW (ex NZ660)	Morris	83462	1940	exported to USA as N7966 current?
ZK-AJO (ex NZ1403)	Sydney	489	1941	displayed at Te Papa Museum, Wellington
ZK-AJP (ex NZ744)	Hatfield	82346	1940	current
ZK-AKC (ex NZ847)	Wellington	DHNZ.97	1941	current
ZK-ALJ (ex NZ676)	Morris	83499	1940	current
ZK-AGZ/NZ704/ZK-ALK	Hatfield	3795	1939	current
ZK-ALM (ex NZ841)	Wellington	DHNZ.91	1941	current
ZK-ANL (ex NZ861)	Hatfield	82512	1940	current
ZK-ANQ (ex NZ892)	Hatfield	82906	1940	current
ZK-AON (ex NZ830)	Wellington	DHNZ.80	1941	current
ZK-AOR	Australia	LES.3	imported 1997	current
ZK-AOX (ex NZ1417)	Sydney	503	1941	on display Len Southward Motor Museum
ZK-APP (ex NZ854)	Hatfield	82302	1940	current
ZK-AQA (ex NZ863)	Hatfield	82355	1940	crashed 27 Jan 65/rebuild project as DH60M3
ZK-ARJ (ex NZ735)	Hatfield	3357	1935	imported 1940 current
ZK-ARZ (ex NZ888)	Hatfield	82899	1940	current
ZK-AFO/NZ720/ZK-ASA	Hatfield	3630	1937	stored /restoration project
ZK-ASM (ex NZ874)	Hatfield	82475	1940	current
ZK-ASV (ex NZ786)	Morris	83384	1940	current
ZK-ATC (ex NZ838)	Wellington	DHNZ.88	1941	exported to Australia as VH-DOC
ZK-ATI (ex NZ899)	Hatfield	82901	1940	exported to USA, written off in UK as G-ALIW
ZK-ATM (ex NZ1455)	Wellington	DHNZ.135	1942	current in Switzerland as HB-UPM
ZK-AUD (ex NZ781)	Morris	83379	1940	current
ZK-AUE (ex NZ765)	Hatfield	82946	1940	current
ZK-AUT	Morris	83274	1940	imported 1950 Cr 29 Jul 63/restoration project
ZK-AUZ	Morris	85349	1942	imported 1950 current
ZK-AVE	Morris	84207	1941	imported 1953 exported to UK as G-AMTF
ZK-AWB	Sydney	635	1941	imported 1951 exported to USA 1969 as N5050
ZK-AZG	Morris	84723	1941	imported 1952 on display in Gisborne Museum
ZK-BAA	Morris	84893	1941	imported 1952 current
ZK-BAB	Morris	83350	1940	imported 1953 exported to UK as G-ALRI
ZK-BAD	Morris	84648	1941	imported 1952 on display at MoTaT, as NZ775
ZK-BAH	Morris	83589	1940	imported 1952 current
ZK-BAL	Hatfield	82793	1940	imported 1952 current
ZK-BAT	Hatfield	82139	1939	imported 1952 current
ZK-BBG	Morris	85829	1943	imported 1952 exported to Australia VH-BVB
ZK-BCO	Morris	83420	1940	imported 1953 current
ZK-BCZ (ex NZ1475)	Wellington	DHNZ.155	1943	current
ZK-BEC	Morris	83626	1940	imported 1953 current
ZK-BEF	Morris	83323	1940	imported 1954 current
ZK-BEN	Morris	84671	1941	imported 1954 current
ZK-BER	Sydney	844	1942	imported
ZK-BEW	Morris	84471	1941	imported 1954 current
ZK-BFB	Morris	86156	1943	imported 1954 exported to USA, to Thailand
ZK-BFF	Morris	83564	1940	imported 1954 current
ZK-BFH	Morris	83343	1940	imported 1954 current
ZK-BFS	Hatfield	82862	1940	imported 1954 current
ZK-BFX	Morris	83145	1940	imported 1954 exported to USA as N99108
ZK-BJO	Morris	83713	1940	imported 1955 restoration project
ZK-BJR (ex NZ1425)	Wellington	DHNZ.105	1941	current
ZK-BKF	Morris	83740	1940	imported 1955/last flown Oct 60/rest project
ZK-BLI (ex NZ1448)	Wellington	DHNZ.128	1942	current
ZK-BLK	Hatfield	82812	1940	imported 1955 current
ZK-BLM (ex NZ1484)	Wellington	DHNZ.164	1944	last flown 17 Dec 59/displayed in Yaldhurst ZK
-BLQ (also ZK-PDL)	Morris	84120	1941	imported 1955 exported to Australia VH-XWM
ZK-BLV	Morris	85071	1941	imported 1955 current

ZK-BMY (ex NZ1421)	Wellington	DHNZ.101	1942	current
ZK-BQB (ex NZ1467)	Wellington	DHNZ.147	1943	storage
ZK-BRB (ex NZ1459)	Wellington	DHNZ.139	1943	current
ZK-BRC (ex NZ1435)	Wellington	DHNZ.115	1942	current
ZK-BRL (ex NZ1443)	Wellington	DHNZ.123	1942	current
ZK-BRM (ex NZ1472)	Wellington	DHNZ.152	1943	current
ZK-BSN (ex NZ1415)	Sydney	501	1941	current
ZK-BGY/ZK-BVN/ZK-BTR	Morris	85768	1942	imported 1954 current
ZK-APS (ex NZ795)/ZK-BUO	Morris	83393	1941	current
ZK-BLN (ex NZ1430)/ZK-CCH	Wellington	DHNZ.110	1942	current
ZK-CCQ (ex NZ1452)	Wellington	DHNZ.132	1942	current
ZK-BAW/ZK-CDU	Morris	84711	1941	imported 1952 displayed in Ashburton
ZK-CYC (ex NZ1453)	Wellington	DHNZ.133	1942	current
ZK-DAM (ex NZ1485)	Wellington	DHNZ.165	1944	exported to Australia as VH-NVT
ZK-JLF	Morris	85470	1942	imported 2000, to USA as N82TM
ZK-SSA	Sydney	111	1940	imported 2012 current
ZK-TGR	Morris	86546	1944	imported 2004 storage
NZ771	Morris/Wellington		1940	Ian Insley had this in 1970
NZ1481	Wellington	DHNZ.161	1943	on display at RNZAF Museum
Jackaroo (ex VH-)				rebuild almost finished

Which leaves us with the rumour and parts department.

To be honest I don't expect any of these Tiger Moths will reappear in the near future but prove me wrong and we will all be better off. I don't mean to be critical for I know how treasured Tiger Moth parts are, but if you were to combine all the remains of the following aircraft in one place you would end up with a great many identical bits and you may still not have a complete set for one aircraft. In fact there are some Tiger Moth owners that have large quantities of Tiger Moth parts but they cannot be considered to be from one aircraft. It all depends on whether you have a data plate, or constructors plate, then anything is possible.

You may well ask, why list these Tiger Moths when there is only faint hope you will see them again? I was not the first to compile a list like this and I know it is not accurate so it would be nice to discover the true status of these aircraft. Do they really exist or are they just rumoured to exist? Some of you may be in a position to say which of these Tiger Moths could possibly reappear and which ones will definitely not. So if you can shed any light on the machines listed below, the editor would like to know. Maybe then Tiger Rag can do a better job at listing what is still around. Maybe!

Parts belonging to these Tiger Moths may still exist but don't expect any of them to miraculously reappear in the near future

ZK-AIB (ex NZ825)	Wellington	DHNZ.75	1941	Crashed 17 May 54/parts machine/some bits still exist but doubtful restoration project
ZK-AII (ex NZ669)	Morris	83468	1940	last flown 8 Feb 56/parts machine with Temple Martin/some bits may exist
ZK-AJC (ex NZ655)	Morris	83463	1940	last flown 25 Jun 62 Hewett Aviation/fuselage with Colin Smith
ZK-AJH (ex NZ885)	Hatfield	82887	1940	Crashed 7 Feb 55/stored by engineers at Blenheim/apparently still exists
ZK-AJQ (ex NZ1416)	Sydney	502	1941	Crashed 21 May 60/rumour says it has survived but that would be a miracle
ZK-ALU (ex NZ743)	Hatfield	82295	1940	Crashed 17 Nov 57/bits used in ZK-AQA rebuild/existence unlikely
ZK-ALX (ex NZ820)	Wellington	DHNZ.70	1941	Crashed near Foxpine 5 Jan 86/restoration unlikely
ZK-ANN (ex NZ677)	Morris	83497	1940	"rescued" by Charlie Liddell/to John Crosbie/current status unknown
ZK-ANS (ex NZ1495)	Wellington	DHNZ.175	1945	last flown Sep 58/Boyce Barrow parts machine/some parts may still exist
ZK-APM (ex NZ737)	Hatfield	3226	1934	crashed in sea 27 Jan 79/probably broken up for spares use

ZK-AQC (ex NZ1499)	Wellington	DHNZ.179	1945	
Crashed 26 Jun 54/rumour has it some parts may still exist				
ZK-ARK (ex NZ1460)	Wellington	DHNZ.140	1943	
Crashed 23 Jan 49/remains retrieved 1978/sold as spares				
ZK-ASG (ex NZ772)	Morris/Wellington	83080	1940	
Crashed 23 Mar 56/restoration project with Dudley Payne, then Bill Saunderson/current status unknown				
ZK-ASN (ex NZ756)	Hatfield	82713	1940	
Damaged by gale 27 Jul 57/Barr Bros parts machine/existence unlikely				
ZK-ATG (ex NZ1466)	Wellington	DHNZ.146	1943	
stored in Gisborne Freezing Works/may be a restoration project				
ZK-ATN (ex NZ751)	Hatfield/Wellington	82397	1940	
Crashed 24 Apr 66/restoration project (see ZK-AQA) (identity confusion with ZK-ASN)				
ZK-AVA	Sydney	235	1941	imported 1950
Crashed 9 May 53/Robertson Air Service parts machine/survival unlikely				
ZK-AVK	Sydney	425	1941	imported 1950
Crashed 12 Feb 67/remains with Colin Smith/unlikely restoration project				
ZK-AWA	Morris	83186	1940	imported 1950
Crashed 2 Apr 57/Fieldair parts machine/few parts may exist				
ZK-AYX	Morris	84134	1941	imported 1952
Crashed 5 Jun 65/some parts may still exist				
ZK-AYY	Hatfield	82521	1939	imported 1952
last flew Jan 57/dismantled at Taieri/few parts may exist				
ZK-AZH	Morris	84736	1941	imported 1952
last flown 6 Feb 57/"rescued" from Stratford to Huntly/current status unknown				
ZK-AZO	Morris	84013	1942	imported 1953
Crashed 30 Aug 55/Adastra parts machine/some parts may still exist				
ZK-AZQ	Hatfield	3985	1939	imported 1952
Crashed 6 Oct 61/some parts may still exist				
ZK-AZY	Morris	83557	1940	imported 1952
Blown over by gale 12 Nov 67/some parts may still exist				
ZK-BAM	Morris	83256	1940	imported 1952
Crashed 11 Jan 62/remains to Dudley Payne/unlikely restoration				
ZK-BBI	Morris	83513	1940	imported 1952
last flown 4 Jan 60/dismantled/given to MoTaT but no longer with them				
ZK-BDG	Sydney	875	1942	imported 1953
last flown 1961/used to rebuild ZK-AUT/some parts may exist				
ZK-BEX	Morris	83829	1940	imported 1954
Crashed 10 Nov 58/some parts may still exist via Temple Martin				
ZK-BFI	Morris	86490	1944	imported 1954
Destroyed by gale 27 Jul 57/parts machine Temple Martin/some parts may exist				
ZK-BFY	Morris	85487	1942	imported 1954
Crashed 1 Mar 57/parts used to rebuild ZK-AIA/some parts may still exist				
ZK-BJH	Morris	84664	1941	imported 1954
given to MoTaT/to Ian Insley/some parts may still exist				
ZK-BME (ex NZ1493)	Wellington	DHNZ.173	1945	
canc 19 Oct 66/to MoTaT/unlikely anything still exists of this one				
ZK-BBK/ZK-CZX	Morris	84526	1941	imported 1952
rumoured to still exist				

UP COMING EVENTS

2019

15-17 February: ART DECO NAPIER

The Club has again received an invitation from the Napier Aero Club to attend the 2019 Art Deco

festivities, over the weekend of Feb.15th to 17th , 2019.

This is a regular and popular event for the Club. Accommodation and some fuel is sponsored to members who attend, and display their aircraft by organized flights over the city area. It is available to Club members only, and not restricted to Tiger Moth aircraft only. Accommodation is limited, and is allocated on a first come first served basis. Members planning to attend the event please advise the Secretary by email, ruffchops@gmail.com

22-24 February : Wings Over Wairarapa Air Festival Hood Aerodrome, Masterton.

www.wings.org.nz

There is an open invite to all Tiger Club members and associated vintage aeroplane owners to attend CF 2019 with their aircraft. If you are thinking of attending could you please get in contact with myself (Ryan Southam) at info@criticalangle.co.nz so that we can get a rough idea of space to allocate for aircraft. The show has one or two scenarios during the weekend that we would like some appropriately aged aircraft for, it will only be 'set dressing' at this stage with no flying requirement. We will contact a few of you coming to see if you would be interested in being involved with your aircraft. For those attending with their aircraft the airshow will be providing 2 x three day passes as a thank you. Ryan Southam

2019 TIGER CAMP

Greetings members

Following last year's adventure and the premature departure of our Group Captain, I have taken it upon myself to organise Tiger Camp this year.

The plan is to take-off from Omapa on Tuesday 26 February, stay Tuesday night in Karamea, fly around Farewell Spit to Motueka on Wednesday 27 and stay in Mapua the night, then head across the Strait to Paraparaumu for Thursday night. After lunch in Hawera on Friday we will make a sortie around the back of the mountain to be back in time for the legendary Friday night BBQ as part of the 49th Tiger Moth Club of NZ fly in and AGM.

All aircraft types, pilots and passengers are welcome.

In addition, some Tiger Moth Club members may wish to arrive at Omapa a few days earlier to partake of the local vineyards over the weekend. Dinners have been booked for Monday night in Omapa as well as the three nights following but you must contact Amanda if you have not already done so.

Thanks Amanda

Preferred Registration at: <https://goo.gl/forms/jCjadjkWtBIBhxj6i2>

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Tiger Moth Club of New Zealand (inc.) will be held on Sunday March 3rd, 2019, at the Clubrooms of the Hawera Aero Club, Hawera Airfield commencing at 1000 am.

Agenda

Apologies

Necrology

Minutes of the last AGM held at Whitanga March 4th, 2018

Treasurer's report

Election of Officers

Venue for 2020 AGM/Fly-in.

General Business

Graeme Wood, Secretary

Hawera, Here We Come!

For our 50th year since Incorporation, Hawera was chosen for the AGM and Annual Fly-in. The venue is ideal for this annual event, with multi runways, on a large all-grass airfield, excellent close accommodation, and a strong and supportive Aero Club as our hosts. We are expecting a large attendance this year. The registration form is included in this edition of the Tiger Rag. A prompt return is appreciated.

Prior to arrival on Friday March 1st. Amanda Rutland has organised a Mini safari starting from Omaka on Tues 29th. Feb. If you wish to join this exciting and fun-filled tour, contact Amanda at amandarutland@hotmail.com A \$25 entry fee to be with Amanda by Feb. 18th.

The Kerry Lane Motel at Hawera is fully booked. The Furlong Motel is still showing as having rooms available. If you have not already booked, and wish to stay close to the field, prompt reservations are recommended.

Lunch will be available at the airfield on the Saturday, and a BBQ is planned for Friday night at the Aero Club. The Saturday night dinner and Prize giving is to be held at the Hawera Club, 38 High St. Hawera. A buffet meal will be served. Catering thanks to Olives Pantry.

The Annual General Meeting will commence at 1000 hrs on Sunday 3rd at the Aero Club club rooms. Treasurer Grant Drinkrow is resigning the position, and Secretary Graeme Wood is not seeking re-election. Suggestions and nominations for these positions are sought.

Anew trophy is being competed for in Novice Aerobatics. The trophy is the Tony McDonald memorial trophy. Tony sadly passed away about 2 years ago, shortly after he rebuilt Tiger Moth ZK-BLM. His wife Marie has generously donated the trophy in his memory. Details of the aerobatic sequence are in this copy of the Tiger Rag.

SEE YOU THERE.

Preferred Registration at: <https://goo.gl/forms/ZntDWpqNmQ0dTTQv2>

Since the Taumaranui fly-in your committee, and some volunteers, have been busy preparing activities on behalf of the Club and for the future.

Grant Wilson did an excellent job of organizing the support for the annual Walsh camp at Matamata, a very busy day but really appreciated by the students of the camp. Grant has written a report for the Rag.

Next up is the Tiger Moth Club trip to Napier for Art Deco. This promises to be another excellent weekend, organized by Woodsie and Bill Lamb. Spaces are limited so if you haven't got your request for participation in, do it now.

The AGM at Hawera looks to be a very exciting weekend, and planning is well in hand. The Notice of meeting is in this Rag, so please give a thought as to who you would like on your committee and get those nominations in. Trophy holders, another reminder to get them engraved and polished up before returning them for the AGM

Some of the competitions at Hawera will take a slightly different form this year, the big change being the introduction of the novice aerobatics trophy, see below.

With the current emphasis on health and safety and associated legalities, the committee reminds all aircraft owners that third party insurance is becoming a necessity, not only to protect yourselves, but also to protect the Club. Prior to any competition flying at Hawera, you will be asked to sign a waiver protecting the club.

Amanda has organized a mini safari around the top of the North Island prior to Hawera with details elsewhere in the Rag. She already has a very good response and I have booked, sadly not in a Tiger... but I will be there, and am looking forward to it. She's also organizing a 50th anniversary safari that promises to be great fun...full info at the AGM.

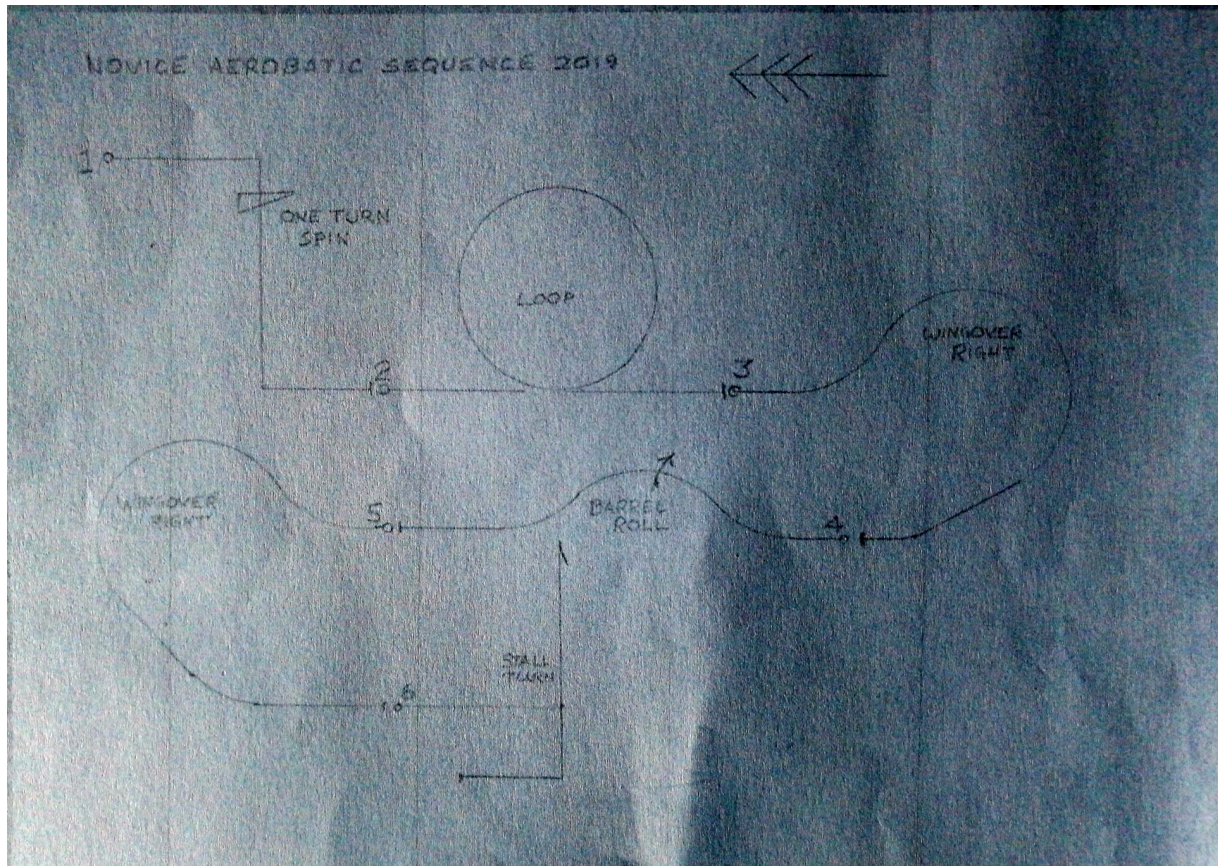
A novice aerobatic trophy has very kindly been donated by Marie McDonald in memory of her late husband Tony. After a lot of discussion, Jerry Chisolm and Martin Burdan have come up with the following sequence, start with a one turn spin, a loop, wing over right, barrel roll, wing over right, stall turn. This is a very simple sequence and it is nice to see a one turn spin included. The spin training initiative taken by the club has not been very well accepted and part of any aerobatics training should include spin awareness and recovery.

With help from Dave Brown, well known Tiger Club member and CFI NZ Warbirds, it is hoped that this competition will be judged by experienced Tiger Moth instructors and aerobatic pilots. This will allow the competitor to practice above 3000ft but to come down to 1500ft for the competition, and also receive some excellent tips and advice during the competition. This is a great opportunity for all Tiger Moth pilots to have a go, learn something different and improve your skills. Remember start practicing well above 3000ft with an instructor initially.

I'm looking forward to seeing you all at Hawera.

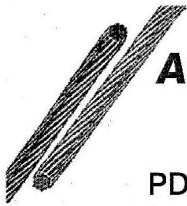
Keith

Novice Aerobatic sequence



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Orders to tigermothclub@gmail.com



AIRCRAFT FOR SALE - TIGER MOTH



RAAF trainer A17-114, then VH-SSA, Vic, Aust., later restored in NZ as ZK-SSA. Excellent condition. Just 45 hrs since rebuild, new wood and fabric throughout. Engine 125 hrs SMOH, Alloy heads. Invincible prop. New Fuel tank, Long range tank, new brakes, Kannad ELT, Microair VHF and TXP, Thompson Aero Shoulder Harness. Includes Barnes/Gibson noise cancelling headsets in Leather helmets. Comes with spares too numerous to list but including prop, reground crankshaft, Heads, rebuilt impulse Mag etc, etc, etc, etc.

Winner, 'Best Trainer restoration' Award Classic Fighters 2013 Airshow.

Price NZ\$125,000.

Contact: Frank Frost e-mail <Franklyn@kinect.co.nz> or phone (NZ) 03 545 0124
or cell (NZ) 0274 369 250

FOR SALE

DE HAVILLAND DHC1 CHIPMUNK T Mk. 10

CHIPMUNK 96 (ZK - TAZ)

Serial Number C1 - 0840 RAF Number --- WP - 974

Constructed UK Delivered to service with RAF 25 February 1953.
Purchased from RAF 27 February 1997 by Robert and Jenny Gordon.

Total Time Airframe -----14,676.4 Hrs
TTSO Engine ----- 678.6 Hrs
TTSO Propeller -----5.0 Hrs

Aircraft has no damage history and always been hangared.
Both wings, ailerons and flaps recovered May 2015

For inspection please phone: Robert or Jenny 021 748482 or E-
mail: flyingmachines96@gmail.com





Tiger Camp 2019

26th February – 1st March 2019

REGISTRATION FORM

Pilot Full Name			
Aircraft Type		Aircraft Registration	
Address			
Email			
Phone		Mobile	
PAX Name(s)			

Aircraft Registration Fee covers Transport and organisation costs.

Number of people attending		Please Make Cheques payable to
Registration Fee for Pilot	\$25.00	Tiger Moth Club NZ Inc
Registration Fee for Pax	Each \$25.00	
Total Paid	\$	or... I will pay by Direct Credit <input type="checkbox"/>
Please tick below which dinners you will be attending		ASB 12 3194 0023828 00 (Please ensure you include your name as reference when making an internet deposit)

Omaka	<input type="checkbox"/>	Registration form and payment for the Tiger Camp 2019 <u>MUST</u> be received no later than 18th February 2019
Karamea	<input type="checkbox"/>	Grant Drinkrow Tiger Moth Club Postal Centre 14 Papakura 2244 Auckland EMAIL: tigermothclub@gmail.com Phone: 0274594219
Mapua	<input type="checkbox"/>	
Paraparamu	<input type="checkbox"/>	

Submit by Email

Print Form



2019 Hawera AGM

1st – 3rd March 2019

REGISTRATION FORM

Pilot Name			
Aircraft Type		Aircraft Registration	
Address			
Email			
Phone		Mobile	
Pax Name(s)			
Payment for:		people attending	Payment by Direct Credit to:
Registration Fee per person		\$20.00 each	ASB 12 3194 0023828 00
Dinner		\$40.00 each	(Please ensure you include your name as reference when making an internet deposit)
Donation		\$	Or... Make Cheques payable to:
Total payment	\$		Tiger Moth Club NZ Inc
I will be arriving on (please indicate one)		Please return completed form with payment by 6pm Wednesday 27th Feb to help with caterer requirements. Cancellations notified by 6pm 27th Feb will be refunded.	
<input type="checkbox"/>	Friday 1st March	Grant Drinkrow Tiger Moth Club Postal Centre 14 Papakura 2244 Auckland EMAIL: tigermothclub@gmail.com Phone: 0274594219	
<input type="checkbox"/>	Saturday 2nd March		

Submit by Email

Print Form



Official Merchandise

<u>Item</u>	<u>SIZE</u>	<u>Price</u>
Adult T-Shirt (Navy with club logo)	Small – 2XL	\$25.00
Adult Polo with pocket (Navy with club logo)	Small – 2XL	\$40.00
Club Shirt with pocket (Pale Denim with club logo)	XL only	\$50.00
Cap (Navy with club logo)	Adult	\$25.00
Cap (Navy with club logo)	Child	\$20.00
Children's Polo (Navy with club logo)	4-16	\$20.00
Ladies Fleece Vest (Navy with club logo)	10 – 16	\$45.00
Men's Fleece Vest (Navy with club logo)	M-2XL	\$45.00
40 th Anniversary Pin		\$5.00
Official Club Pin		\$15.00

We also carry stock of:

Tiger Moth Tyres & Tubes
NGK Spark Plugs

Send requirements or enquiries to:

Email:

tigermothclub@gmail.com

Or

Tiger Moth Club of NZ Inc
Postal Centre 14
Papakura 2244
Auckland
New Zealand

Patron: Simon Spencer-Bower

President: Keith Skilling

Secretary Graeme Wood

Secretarial address: The Secretary, Tiger Moth Club of New Zealand Inc, Postal Centre 14, Papakura 2214

Phone: (09) 2665044 Mobile: 0272932318 Email: ruffchops@gmail.com Website: www.tigermothclub.co.nz

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