

TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

HAWERA

Most Original Moth



GETTING TO HAWERA

THE SOUTHERN SAFARI WAY

The flight log of our Safari route to the fly in. Overnights in Karamea, Mapua (Motueka), Paraparaumu, around the outside of the mountain, finishing at Hawera.

Aircraft:

Tiger Moth	ZK AON	Amanda Rutland pilot, Jeanette Lei pax.
Piper Cub	ZK BKW	Leanne and Kevin Paulsen.
Tiger Moth	ZK ALK	Grant Wilson.
Tiger Moth	ZK BAH	John and Penny Baynes.
Cessna 180	ZK KMK	Keith Skilling and Michelle Rhodes.
Glastar	ZK OPM	Peter and Donna McVinnie.

We had a great trip with mostly perfect weather and it was a fantastic way to lead up to the fly-in weekend. A great initiative from Amanda.

All the Best,
John Baynes.



Hawera AGM Fly-In



Just a few streaks of oil, I can see why. After I tighten up these bolts, this engine will be as good as gold. And it was!



Soon a group gathered and you could hear the grey cells pondering over the problem and solution. That's what Tiger Moth Club members are good at. First you stand at a distance, fully comprehend the situation, and later on, out of sight, with a few mates, converting those opinions into fact..



Hawera Aero Club. That's how you relax after a days flying. Nice background of aircraft too!



“He won’t win the spot landing with that!”



“or that landing “ which goes to prove that Tiger Moth Club competitions are not as easy as they look



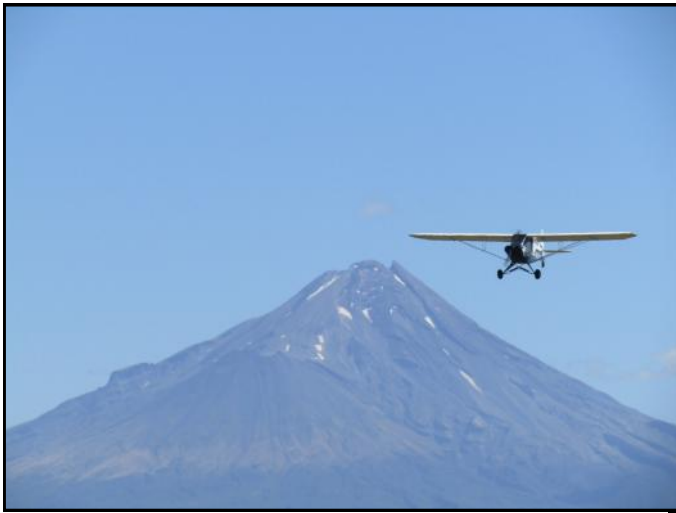


This could be the one as long as he gets over those wires



This Piper Cub makes it look easy!





Now for the bombing. Cub on long final. Left a bit. Bomb away. For those who can spot it. Hawera was the first time the Tiger Moth Club used the Mark One Tennis Ball bomb.



“Drop it now!” “Don’t scare me” “I said NOW” “Just back up a bit why don’t ya!”



At the end of competitions, time to refuel and rest.





Hawera AGM– The President's Report

The AGM at Hawera was a great success and apart from some unfavourable wind on Saturday curtailing some of the competitions for the Tiger Moths, a pleasant flying weekend was had by all. A special thanks to all those members who helped with the judging, crowd control, guided tours and selling of merchandise etc. A big thank you also to the members of the Hawera Aero Club for their hospitality and generosity...we will be back.

A lot of trophies were not presented sadly, due to the wind conditions later in the afternoon, and thanks to the pilots who decided the conditions had got outside their limits and stopped. Well done.

We have a change of committee with Graeme Woods and Grant Drinkrow both retiring after many years of excellent help and service, my thanks to both of you. They will still be helping though, Graeme on the committee and Grant looking after the CyberMoth.

We are very lucky to have Ian Ashley take over the secretary's position and Amanda Rutland as treasurer. Both are very capable and enthusiastic members of the Tiger Moth club, so we continue in good hands. Don't forget the 2020 Safari, it promises to be an exciting fortnight.

Keith Skilling



Temple Martin Memorial Cup...Most original Tiger Moth...John Pheasant BFF

Dudley Payne Cup... Most Magnificent Moth... Grant Wilson... ALK

Ross Duncan Memorial Cup...Committee decision... Graeme Wood

Murray Niech Memorial Trophy... Youngest Competing member... Leanne Butler

John Crosbie Trophy...Most interesting flight to Fly-in...Amanda Rutland

John Mackie Trophy...Spot landing.... John Baynes

Pine Park Trophy....Longest flight in open cockpit.... Amanda Rutland

LoretteMcGarry Rose Bowl....Best Vintage Aeroplane....Leanne Butler BKW

E F Harvie Memorial Mug.... Most helpful member... Grant Wilson

Noya Smith Tankard....bombing... Kevin Paulsen

Stan White Memorial Cup for Perfect loop.... Phil Welcome







Former President Jim Lawson with a photo of the cup that was presented to him in absentia by the Moth Club of Great Britain for his distinguished services to the Club in an engineering capacity. More details in the next issue.



Bye, all. See you in Taumaranui

Tiger Moth Forum

Glenn Thompson offered to spend a day teaching us about Tiger Moths based on his engineering experience. The forum was held at Russell Brodie's Rangitata Island place over Labour weekend. Glenn came from Dunedin with his wife and family and stayed in Moth Manor on the airfield. Everybody else showed up on Sunday morning.

More than a dozen keen listeners, from as far away as Gore and Hastings, spent a sunny day finding out more about Tiger Moths and Gipsy engines. Most of them were in the process of rebuilding a Tiger, including Russell Brodie, who has just started restoration work on a Tiger in his hangar. A couple of boys have Austers under re-construction. One of the reasons Rangitata Island was chosen was the availability of a completed Tiger Moth, which was given a good look over during breaks.

Glenn is a LAME (Licenced Aircraft Maintenance Engineer) with 30 years experience. As a school boy he helped his father, topdressing pilot Bruce Thompson, build a Steen Skybolt in Gisborne. He was 14 and it took 6 years to complete the project. Glenn gained his PPL (Private Pilot Licence) in 1980 and his CPL (Commercial Pilot Licence) in 1984. At this point he bought a Tiger Moth "bitsa" project. He went on to gain his LAME in 1987, a share in a Tiger, and became a member of the Tiger Moth Club. He worked for Feildair servicing DC3's, Fletchers, Beavers, and other general aviation machines. Later he sold his share in the Tiger Moth but he maintained a connection with Tigers and currently has one in pieces and a metal Gypsy Moth waiting for a rainy day to complete these restorations.

Glenn's first Tiger didn't fly very fast, only 80 miles an hour, when it should have been flying "at least 96" miles an hour (Not knots!) After completing some work on the top wing Glenn adjusted the rigging using knowledge gained from Colin Sutherland and suddenly this same Tiger Moth achieved 100 MPH cruise and the ability to loop from straight and level! When asked "So what engine have you got in that machine?" Glenn replied: "Same engine as any other." It was the adjustments that had given this Tiger an extra 20 miles an hour! Later Glenn came across a Tiger that cruised at only 75mph. Glenn took one look at it and could see that the whole wing setup was twisted.



One of the reasons why Glenn was so keen to run this forum was his concern regarding the knowledge and understanding of the current generation of pilots and engineers regarding vintage aircraft. Following a 15 month stay in Tonga, Glenn moved to Queensland where he worked for Gipps Aero, makers of the GA8 Airvan and GA-200 GFatman agricultural aircraft. While in Australia he noticed the wide variation of engineering & piloting standards. Many had never seen or even heard of the Technical News Sheets relating to the aircraft they were associated with. While in Australia he noticed some Tiger Moths were flown harshly with high G-loads and this also applies to some New Zealand machines. Accidents have resulted from this practice.

One of the problems regarding Tiger Moths, and any vintage aircraft, is that they do not accumulate many hours per annum and many aircraft engineers may only see a vintage aircraft once a year. There are not many active Tiger Moths in the country these days, maybe 35, and they are certainly spread throughout both islands. The knowledge that was once known by the old hands is getting less and less. It is also too easy for an instructor to gain a rating in a Tiger Moth and then be giving instruction on an aircraft they have very little knowledge of. If an instructor is scared of spinning or side slipping (a necessity in many tailwheel aircraft) then the student will not receive the proficient training he needs. It Happens.

Last year at the Tiger Moth Club AGM Glenn suggested the need for a course and this was organised with Russel Brodie, whom he had only just met, a date was set and the course was arranged. Glenn put his Manual together over a 7 month period. He used advice gained from people like Keith Trillo, Temple Martin and Charlie Riddell.

At the forum Glenn expounded on the wooden structure, wires, engine parts and flying. To back up the information he showed photos and had actual parts for participants to handle. He talked about parts assembled the wrong way, pointed out the results of using the wrong methods. Glenn made the information easy to understand with the stories he told of his experiences (frights) and discoveries. It was very informative and well worth the time. Hopefully Glenn will hold more of these interesting courses, for, as Jerry Chisum said, "You never stop learning."

Coffee break and lunch, which was a BBQ and salads were provided by Russell's wife Linda, and his daughter, Brianna. Rangitata Island is a place where you are always made welcome. They do not do things by halves and there was plenty to eat. At the end of the day when the aircraft were tucked away in the hangar some went out to Braided Rivers restaurant in Ashburton for a fabulous tea. Glenn was still sharing stories, he made very interesting company.

The Tiger Moth at Rangitata Island was the center of attention



UP COMING EVENTS

2019

18-20 October 2019 Taumaranui Fly-in

This is a special event for it marks the 50th Anniversary of the Tiger Moth Club. Founded at Taumaranui there is no better place to celebrate this event. Once again our thanks to the Taumaranui Aero Club for their support. More details later.

2020

January The Tiger Moth Club has been invited back to the Walsh Memorial Flying School at Matamata.

February The Tiger Moth Club has been invited back to the Napier Deco celebrations

SAFARI Rally

28 February 2020 The Safari from North Cape to Bluff, finishing in Ashburton in time for our annual AGM and fly in. Planning is well underway. The overnight stops have been confirmed, and potential excursions each day are being investigated. The route is outlined below:

Meet in Kerikeri on Friday 28 February 2020.

Saturday 29 February fly up around North Cape and back to Kerikeri for the night.

Sunday 1 March Kerikeri-Whitianga. Options along the way include lunch at Kaipara Flats, Waiheke Island, Great Barrier Island, Raglan.

Monday 2 March Whitianga-Opotiki. Options include visiting the museum at Tauranga for lunch, White Island, Rotorua.

Tuesday 3 March Opotiki-Gisborne. Those who wish to can go up around East Cape.

Wednesday 4 March Gisborne-Dannevirke. Options include lunch in Hastings, Hawkes Bay wineries, Waipukerau.

Thursday 5 March Dannevirke-Omaka. Options along the way include lunch at the museum in Masterton.

Friday 6 March Omaka. Day off from flying to allow for rest and potential weather delays. For those keen to keep flying optional day trips include Cape Campbell, Nelson, Golden Bay, Marlborough Sounds.

Saturday 7 March Omaka-Hanmer Springs. Options include lunch at Lake Station or Kaikoura.

Sunday 8 March Hanmer Springs-Haast. Options include lunch in Greymouth, Hokitika.

Monday 9 March Haast-Manapouri. Options include Big Bay and down the Hollyford to Glenorchy for lunch.

Tuesday 10 March Manapouri-Invercargill. Options include day trip to Doubtful Sounds, Puysegur Point, Stewart Island, Bluff, lunch at Mossburn, Mandeville.

Wednesday 11 March Invercargill-Taieri. Options include the Catlins, Gore, Balclutha for lunch.

Thursday 12 March Taieri-Cromwell. Options include lunch at Clyde, Alexandra.

Friday 13 March Cromwell-Ashburton. Options include Wanaka, the Mackenzie country, Omarama, lunch at Rangitata Island.

Accommodation is proving to be the matter requiring the most urgent attention so to that end we have been contacting accommodation providers at each location on your behalf, and we've managed to secure deals and hold rooms until 30 April 2019. Please note we're doing it differently this time and you need to book your own accommodation at each stop. If you're committed to coming on the safari we recommend getting on to this soon to take advantage of the deals we have secured for you and avoid missing out. Amanda

14-16 March 2020 AGM Fly in at Ashburton

2021

Labour Weekend October 90th Anniversary of the Tiger Moth Celebration at Rangitata Island. For those members who think this far ahead, rest assured that the 2021 Taumaranui Fly-in will not be held at the same time and your committee will discuss and make their decision known. Dates and details will be published in due course.

Other de Havilland types still in existence with a NZ connection

DH60 Reg	Model	c/n	Year arr NZ	current status
ZK-ADF	DH 60M Moth	1399	1934	ex VH-UMR Fatal mid-air with Desoutter ZK-ACJ at Waihou Nov 1934 Remains to Auckland Aero Club. Believe it or not an active restoration project in Australia
ZK-ACE	DH 60M Moth	1561	1930	crashed Jul 1940 restoration project at Mandeville
ZK-ACH	DH 60M Moth	1563	1930	crashed Opunake 1933 restoration project with Keith Trillo
ZK-ADT	DH 60G Moth	1101	1934	ex G-AAJO Flown UK-Sydney current
ZK-AEJ	DH 60M Moth	1542	1935	ex G-AAXG current in UK as G-AAXG
DH80A Puss Moth				
ZK-ADU	DH 80A Puss Moth	2001	1935	restoration started at Mandeville, finished in UK as G-AATC
ZK-ACX	DH 80A Puss Moth	2204	1931	post war ZK-AJN Restoration project at Mandeville
DH83 Fox Moth				
ZK-ADI	DH 83 Fox Moth	4097	1934	to RNZAF as NZ566 then ZK-ASP current
ZK-AEK	DH 83 Fox Moth	4033	1935	"The Royal Moth" current in Canada as CF-YPM
ZK-AGM	DH 83 Fox Moth	TS-2810	1938	in UK current as ZK-AGM
ZK-APT	DH 83C Fox Moth	FM.48	1947	current
ZK-AQB	DH 83C Fox Moth	FM.49	1947	current
ZK-AQM	DH 83C Fox Moth	FM.50	1947	current in UK as G-CGUO
ZK-ARQ	DH 83C Fox Moth	FM-53	1948	never completed but identity used for replica
ZK-USJ	DH 83 Fox Moth	4058	2002	restoration at Mandeville to Australia as VH-USJ current
DH84				
ZK-AXI	DH 84 Dragon	DHA.2057	1953	current
DH85 Leopard Moth				
ZK-AGS	DH 85 Leopard Moth	7002	2008	shipped to UK for restoration as G-ACGS
ZK-ARG	DH 85 Leopard Moth	7007	1998	restoration project at Mandeville
DH87 Hornet Moth				
ZK-ANR	DH 87B Hornet Moth	8038	1998	orig DH87A restoration project at Rangitata Island
ZK-APR	DH 87B Hornet Moth	8036	1999	orig DH87A restoration project at Rangitata Island
ZK-AUR	DH 87B Hornet Moth	8041	1999	orig DH87A restoration project at Rangitata Island
ZK-AZK	DH 87B Hornet Moth	8139	?	restoration project at Rangitata Island
DH88 Comet				
unreg	DH88 Comet replica			unfinished project ex USA long term project at Mandeville
DH89 Rapide/Dominie				
ZK-AHS	DH 89A Rapide	6423	1938	originally ZK-AGT preserved at MoTaT
ZK-AKS	DH 89B Dominie	6647	1943	ex NZ523 restoration project at Mandeville
ZK-AKU	DH 89B Dominie	6662	1943	ex NZ528 current
ZK-AKY	DH 89B Dominie	6653	1943	ex NZ525 current
ZK-ALB	DH 89B Dominie	6655	1943	ex NZ527 in Australia as VH-UTV not current
ZK-BCP	DH 89B Dominie	6648	1943	ex NZ524 at Mandeville for restoration
ZK-SWR	DH 89B Dominie	6853	2005	restored at Mandeville current in Belgium
DH90 Dragonfly				
ZK-AYR	DH 90A Dragonfly	7508	1998	current
DH94 Moth Minor				
ZK-AJN	DH 94 Moth Minor	94031	1998	restoration project at Mandeville
ZK-AJR	DH 94 Moth Minor	94084	1998	restoration project at Mandeville
ZK-AJX	DH 94 Moth Minor Coupe	94071	1940	ex NZ592 restoration project at Mandeville
ZK-AKL	DH 94 Moth Minor Coupe	94061	1940	ex NZ591 in storage
ZK-AKM	DH 94 Moth Minor	94012	1940	ex NZ597 current
ZK-ALD	DH 94 Moth Minor Coupe	94046	1940	ex NZ595 in storage
ZK-ALN	DH 94 Moth Minor	94001	1940	ex NZ596 restoration project
ZK-BFP	DH 94 Moth Minor	9403	1954	to USA as N9403 awaiting restoration

Other De Havilland types still in existence with a NZ connection

Reg	Model	c/n	Year	arr NZ	current status
DHC-1 Chipmunk (Canadian built)					
ZK-CVM	DHC-1A-1 Chipmunk	34	1998	ex VT-CVM	marked as "RCAF 034" current
ZK-CVP	DHC-1A-1 Chipmunk	37	1998	ex VT-CVP	restoration project
ZK-CVR	DHC-1A-1 Chipmunk	39	1998	ex VT-CVR	restoration project at Mandeville
ZK-DHC	DHC-1A-2 Chipmunk	42	1998	ex VT-CVU	current
ZK-ARM	DHC-1A-1 Chipmunk	60	1998	ex VT-CXM	current
ZK-ARL	DHC-1A-1 Chipmunk	61	1948		current
DHC-1 Chipmunk T.10 (UK built for RAF)					
ZK-DUC	DHC-1 Chipmunk	C1/0064	1974		current
ZK-XUK	DHC-1 Chipmunk	C1-0087	1997		current
ZK-CHP	DHC-1 Chipmunk	C1/0099	2004		exported to ? 2009
ZK-RFS	DHC-1 Chipmunk	C1/0141	1998		current
ZK-LOM	DHC-1 Chipmunk	C1/0192	2008		current
ZK-BSV	DHC-1 Chipmunk	C1/0221	1957		current
ZK-CPY	DHC-1 Chipmunk	C1/0389	2009		current
ZK-SAX	DHC-1 Chipmunk	C1/0566	2000		current
ZK-SKH	DHC-1 Chipmunk	C1/0547	2002		current
ZK-UAS	DHC-1 Chipmunk	C1/0633	1994		current
ZK-JIT	DHC-1 Chipmunk	C1/0640	2002		current
N861WP	DHC-1 Chipmunk	C1/0748			US reg aircraft in New Zealand current
ZK-PTN	DHC-1 Chipmunk	C1/0834	2010		current
ZK-TAZ	DHC-1 Chipmunk	C1/0840	1997		current
DHC2 Beaver					
ZK-AMA	DHC-2 Beaver	1477	2013		current as floatplane
ZK-AZB	DHC-2 Beaver	156	1951	ex VH-WOZ	current
ZK-BBX	DHC-2 Beaver	324	1952	ex VH-IDR	current
ZK-BMO	DHC-2 Beaver	462	1958		to Australia current as VH-BOS
ZK-BXJ	DHC-2 Beaver	1054	1965		to Canada as C-FYNT
ZK-BXN	DHC-2 Beaver	1597	1965		current in Alaska as N99NL
ZK-CGX	DHC-2 Beaver	1548	1964		current in Canada as C-FBVR
ZK-CKH	DHC-2 Beaver	25	1964		current
ZK-CMU	DHC-2 Beaver	1590	1965		current in Australia as VH-OHD
ZK-CMV	DHC-2 Beaver	1048	1965		current in Canada as C-FAXC
ZK-CMW	DHC-2 Beaver	1084	1965		RNZAF Museum Wigram 1985 marked NZ6001
ZK-CPE	DHC-2 Beaver	1603	1965		current in Canada as C-GTCF
ZK-CRE	DHC-2 Beaver	1613	1966		current in Canada as C-GJWU
ZK-CYD	DHC-2 Beaver	1615	1968		current in USA as N1966B
ZK-CZL	DHC-2 Beaver	1541	1969		current in Canada as C-GEDE
ZK-FPZ	DHC-2 Beaver	717	1988		current as floatplane
ZK-SBV	DHC-2 Beaver	763	2017		current in Canada as C-FHXX
ZK-WKA	DHC-2 Beaver	1585	2015		current as amphibious floatplane
DHC3 Otter					
ZK-VAS	DHC-3 Otter	35	2004		current as floatplane



Why does a photo of a car have a place in a flying club newsletter ?

What a geriatric aviator does for his kicks, after losing his feathers? He builds a car.

All of you earlier Tiger Moth Club members will of course remember Ross Duncan. In October 1986, Ross bought the bits to build a T Car kit which was modelled on a MG TF 1500 body mounted on a Triumph Herald chassis, running gear and 1300cc engine. After owning the project for some years, he died suddenly at home one morning, without having started work on the build, other than acquiring a Herald donor car off the Ardmore Warbirds barman of so many years, known by everybody as Mac.

Well time moves on, with all these weird car bits taking up space in Ross' basement, the time came for their removal, and they all washed up in my shed, about ten years ago.

To justify the arrival of so many boxes of car bits, plus a large chunk of Triumph Herald car to a very understanding and patient wife, I figured an attempt needed to be made to try and make something out of all this stuff.

Unfortunately, as work started on the project a rather serious medical glitch occurred which stopped progress for many months, and then several more. followed, all of which slowed progress.

However, finally light appeared in the tunnel, and about mid November last year the car was fully compliant with all the latest scratch built requirements and warranted, registered and new number plates fitted.

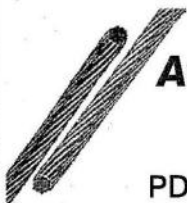
A significant feeling of relief was felt when fitting the number plates, as it really had been a lengthy project with so many interruptions. Almost ten years in the building, but a total gestation period of 32 years since Ross first acquired all the bits for the project.

Of course as all who knew Ross know, he loved the colour red and his red Tiger Moth ZK-CYC was known throughout NZ, so there was absolutely no doubt about what the colour of the car should be.

Les Marshall

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ACCOMODATION

If you are travelling in the North.
Tiger Moth Club members and
aviators in general are invited to
contact Mesa and Debbie for ac-
commodation in their Air BNB.
Pick up and drop off can be ar-
ranged from NZKO or NZKK con-
tact 09 405 9715 or 0274 426 847
or e-mail:
adventurestay@xtra.co.nz

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



FREE to a good home



DHNZ built canopy fitted to ZK-AJP by Tom Withey around Aug 1963. Whole top is hinged and has sliding windows. The canopy fitted to ZK-ALP (see photo below) shows how it opens.



Free to a good home. A genuine DHNZ made Tiger Moth cabin structure. Removed complete from either ZK-AJP or ZK-ALJ many years ago. Needs overhaul and new perspex, but can be easily fitted to a standard Tiger Moth. Fly in shirtsleeves at altitude.

Full details and history from the FEZ at Tauranga.



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:

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Or

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