

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

October 2012

Patron: Simon Spencer-Bower

President: Jim Lawson

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Welcome to the flying season!

For many (or at least me) the flying season really starts with the annual Tiger Moth Club Spring Fly In at Taumarunui which is to be held from Friday 26th October through to Sunday 28th with the usual run of club competitions made all the more interesting this year with double trophies up for grabs. More of this later in the issue.

If you haven't been to a Taumarunui fly in recently you have been missing out but it's not too late to find out what all the fuss is about. A registration form is in this newsletter.

There will be the chance to brush up on your formation flying skills at Taumarunui with Dave Brown, CFI from NZ Warbirds with the first session getting underway at 1600 on the Friday. Please let Wayne Edwards know if you would like to participate. Wayne can be contacted on 0274 574 103 or pavingslab@xtra.co.nz

The Annual General Meeting, 2013 Annual Club Competitions and Fly in will be held on the weekend of 1st – 3rd March 2013 at Opotiki Airfield. Your committee are doing a reconnaissance mission shortly to check out the lie of the land and determine accommodation options, dinner venues etc and more information will be forthcoming in the next edition of the Tiger Rag.

Dave Phillips has passed on information regarding a training camp at Mercer with the NZ Aerobatic Club which may be of interest to some members. A registration form is enclosed

Thanks to Rob Anderson for his account of his travels in Chipmunk SAX this summer. It is always great to share members experiences and anyone is welcomed to contribute their piece. Please email me with anything. Photos, accounts, gossip or complaints. We will also happily consider advertising offers.

paul_doherty2002@yahoo.com.au



Photo: Ralph Stark



Photo: Graeme Murphy



Photo: Rob Anderson

**See you at Taumarunui on
the 26th October.**

Welcome to the flying season!

Always a welcome contributor to the Tiger Rag is our President Jim Lawson and his unique account of returning the Hawker Hunter to air-worthiness is a special treat for Tiger Moth Club Members, so enjoy.

Meanwhile things have been busy in the de Havilland world with the recent Launch of Mosquito KA114. It was great to see so many club members at Ardmore for the weekend of the 28th October and Warbirds hospitality was fantastic. The picture at right shows a few of the visiting aircraft tucked up warm in an Ardmore hangar - looking the way all hangars should look!



Photo: Paul Doherty

This was one of the most highly anticipated aviation events of recent times. You would have to have been living under a rock to have missed it and enough words have been spoken about this magnificent aircraft that there is nothing more I can add. However as many of you will be aware a large number of club members were involved in all manner of capacities. From positioning aircraft to flying the Mosquito itself.

The club had been approached early in the piece by the organiser, club member Peter Fahey who attended a committee meeting and asked for the club's support which we willingly offered in any capacity we could. Initially that was expected to be mustering a few Tiger Moths for a guard of honour for the small celebration dinner planned and well, everyone knows how that turned out.



Photo: Ralph Stark

The recent introduction of CAA requirements of airshow organizers to verify Low Level Display Authorities held by all flying participants necessitated a quick training program and paperwork trail for which NZ Warbirds and Dean Beverley are to be congratulated for the way they professionally handled the whole airshow operation.

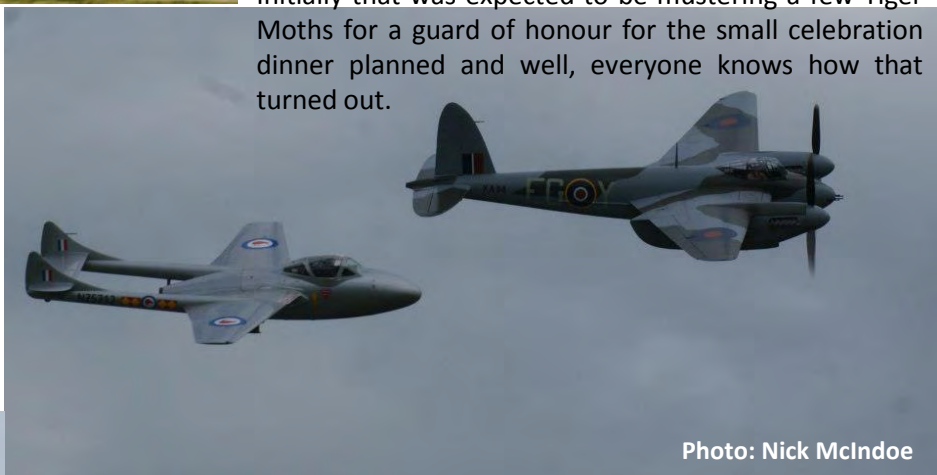


Photo: Nick McIndoe



Photo: Nick McIndoe

The day was a real de Havilland event with a significant number of club member aircraft participating. Stan Smith flew his Moth Minor in, delighting the crowd by



Photo: Nick McIndoe

landing right on the display line on runway 07, with the Dragon and Fox Moth in tow which were both kept busy with joyrides, the latter with Ryan Southam able to step in and do flights until well after the show.



Photo: Nick McIndoe

The Chipmunk formation was led by SAX (Milton Donovan) with UAS number 2 (Jim Lawson) and RFS number three (Brian Stokes) and John Bargh in the box in the N registered Chippie half owned by Gene DeMarco and new member Bevan Dewes.

The show itself was kicked off with Susan Scott and Graeme Wood doing their world famous wing stand performance with BLI.

Of course there had to be a Moth formation and we were very fortunate to have member and NZ Warbirds President Frank Parker leading and conducting an excellent briefing before the show.

Frank led a formation of 8 aircraft – a three ship; BLI (Frank Parker), ALK (Graeme Wood) and ALM (Lindsay King), another three ship; ADT (Jan Chisum), BAL (Ryan Southam) and BMY (Jerry Chisum) and a further two ship element of BFF (John Pheasant) and BEC (Wayne Edwards).



Photo: Gavin Conroy

Ace Edwards has brought to our attention a campaign for as many GA pilots as possible to email the director of CAA expressing our concern at the proposed increase in medical certification to be imposed. This new charge is set to come into force on 1st November 2012 and will add \$313 to the cost of getting a medical.

Ace encourages all members to express their concern to the Director, and to their local MP and to the Minister, Gerry Brownlee.

Finally there is in this issue notification of applications being called for another Moth grant. Members will recall that a couple of years ago the club coordinated a grant to two new members, Susan Scott and Tim Galpin which was made possible through the kind donation of funds by Gerry Grocott and that the club avowed to continue to foster the intention to encourage youth interest in aviation, particularly in our sorts of aircraft, by continuing with the grant. If you, or someone you know, is interested please complete the attached application form.



"I love watching Dave fly the tiger, aerial ballet just amazing.....
In fact I enjoy watching him display anything he could run up and down the airfield making aeroplane noises and still make it look awesome."

Heidi Bland

Photo: Ralph Stark

CAA Introduce New Medical Certificate Fee of \$313

Apparently, we cost them too much money.

Vector Magazine – September/October 2012

“...many regulatory activities (them) being subsidised by passenger levies when the beneficiaries of such services (us) should have been paying more.

...A new \$313 (incl GST) medical certificate application fee is being introduced from 1 November 2012, and this fee has to be paid to the CAA before seeing your Medical Examiner. This fee is separate to that charged by your Medical Examiner. The new fee will be charged to all applicants applying for a Class 1,2 and/or 3 medical certificate, and will apply for each new and renewal application.”



Hi Paul.

For the tiger rag if you could urge every license holder to send an immediate email to the director of CAA email address GraemeHarris@caa.govt.nz and a follow up to their local MP with a cc to Gerry Brownlee minister of transport

Ace Edwards

Subject: FW: Increased Fees

To Director CAA

I stongly object to the massive increase in the CAA fees.

I am a PPL recreation pilot and to have a \$315.00 medical charge slapped on is totally unacceptable.

I understand your department brings in a consultant once a week or so to peruse the work of the DME's, how much does that siphon off your budget?

Why the duplicity when in fact the DME has the knowledge of the applicant and charges less, how can this be?

The increase in audit fees is going to put small- time operators out of business.

As a law making and policing unit of the government it can never cover costs. I suggest you go back to the Airways Corp. (now an SOE of the government) once the money making arm of the old CAD and get your funding from them.

I am now facing these costs: \$315.00 CAA medical charge

\$750.00 stress ECG, demanded by CAA (age)

\$280.00 DME charge

Which is a total of: \$1345.00

Plus anything else the CAA wants to throw at me.

For a PPL recreation pilot, I don't think so.

Are these massive increase in charges the result of moving from a low-rent area (Lower Hutt) to high-rent Wellington central.

An example of an email sent by one of our members

Not prepared to pay CAA \$313 to apply or renew your medical certificate, but still want to feel the wind in your face and the sweet sound of a Gipsy Major engine?

Robert McNair has the answer...

Simply custom build your own Riley inspired open top sports car and fit a genuine Gipsy Major engine, upright of course (does that make it inverted?).

The car incorporates a number of Riley trim & accessories and according to Robert, his limitations kick in well before the car's does!

And of course it has been built to the same exacting standards as Robert is renowned for – the ideal compliment to his stunning Tiger Moth ZK-AUD

Perfect for those amongst us who aspire to really low flying.



Photo: Jim Lawson



Photo: Jim Lawson

Flying a Chipmunk to Wanaka and back

Story and photos by Rob Anderson

I took SAX to Warbirds over Wanaka during Easter. The weather was immaculate and I had a fantastic trip.

I went south planning on 1.5 hour legs, so to Taumarunui, then Paraparaumu, across the straight to Kaikoura.

I stayed here the night and was given a lift from the airport and picked up in the morning by the owner of wings over Kaikoura. he was a great ambassador for the SI and very helpful.

I expected to use a good amount of oil, so took a 20 litre pail in the back, along with my gear.

Indeed I was using about 3 litres per flying hour!, and just 32 litres of fuel.



When bouncing down Wanaka's hard grass I was sent to the common GA field, so unfortunately our new, original, decals were not seen by many.

Topping up the oil took the last from my bucket of oil, which I had hoped would have been enough for the return!

My partner and our baby were to meet me at Queenstown, off a regular AirNz flight, so I hitched easily into Queenstown and we stayed there. We managed to have a nosy of Dave Phillips Hunter, amazing to see up close, and talk to Jim Lawson about the oil consumption. Thanks to both for their time.

On Sun we packed up the baby and ventured to the airshow, and what an amazing sight. We really enjoyed ourselves, and stayed right until Milton got shot down during the mass airfield destruction dogfight. Also thanks to Milton and Frank for finding another doz litres of oil which got me to Ardmore, although with only a 1/3 tank left.

The next day was down past Christchurch and through Lyttleton harbour. I refueled at Ashburton, and more oil of course.

Then off to Omarama, with Wanaka as a destination if the timing worked out. The airspace was open from 1200 and I was over Omarama in good time at 1140. So I continued on and held near Luggate for only 5 mins until I could follow the Beaver and a Cessna into the airshow mid practice day. It was a great relief to have found all the airfields with no dramas and to learn about Chipmunk 51's actual performance and consumption figures.



Flying a Chipmunk to Wanaka and back continued...

Rob Anderson

I would have liked to have got airborne at first light but I had to get a bus from Queenstown, which took 2 1/2 hours, should have hitched again! But with the confidence of actual figures from the flight down I was now planning 2 hour legs, and flew Wanaka to Rangiora, then Paraparaumu, and a short hop to Wanganui due getting late in the day.

Climbing out from Wanaka the DC3 lumbered over me, that was a wonderful sight. Also memorable was hearing the Red Checkers cruising behind me, and at 7 thou to my 7.5. I was looking out intently but the first I saw of them was when the wingman arced up on his side near to me with his smoke on, and then back down to rejoin his formation. Magic

At 7500 feet my IAS was 85 at 2100 RPM, with a GS of 105, and W/V from the ARFOR of VAR.



Rob became good at spying oil during his trip.

I landed at Rangiora as the Harvards were leaving, and I thought I might be able to do quick turn around and keep in touch, but no luck, I didn't see them again. I did however keep in touch with the Iroquois all the way till passing Ohakea.

I also met a Tiger Moth engineer at Rangiora who gave me a few extra drops of oil, and his friend a internet photographer. Nice people.

7500 past the inner Kaikouras and WN CTR cleared me at 7000 across to Tory and then to Mana, fantastic looking down on my old stomping ground.

Do not stay at the 'GRAND' hotel Whanganui, ever. Enough said.

Next day there was fog around, and then some cloud near Raglan and up the coast but importantly not enough to stop progress or necessitate a stop, so home to Ardmore in 0211, longest leg of the trip. Took a few goes to get the oil off when back but hopefully shes all clean enough now, and Ill ask Aerotech to look at plugging some of the leaks next week.

Thank you to everyone in the syndicate for not objecting to the long trip, and I hope others get to do some decent miles in her too.

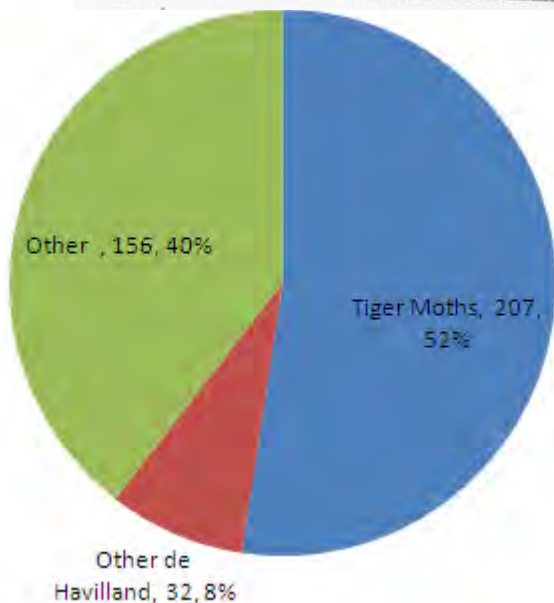
Regards
Rob Anderson



AIRCRAFT ON N.Z. CIVIL REGISTER BY TYPES AND NUMBERS.

Below is an analysis, by types and numbers, of aircraft on the N.Z. Civil Register as at 30th April, 1953, supplied by the Aviation Industry Association of New Zealand.

Type of Aircraft	No. on Register.	Type of Aircraft	No. on Register.
Aeronca	2	Grumman Widgeon	2
Auster	53	Lockheed Lodestar	2
Avro Tutor	1	Miles Magister	5
Avro Anson	2	Miles Gemini	3
Avro Avian	1	Miles Messenger	3
Beechcraft	2	Miles Aerovan	1
Bristol Freighter	2	Miles Vega Gull	1
Cessna	1	Miles Whitney Straight	7
Chrislea Ace	2	Monocoupe	1
Beaver	5	Monospar	1
Chipmunk	1	Piper Cub	4
Heron	3	Piper P.18	1
Tiger Moth	207	Proctor	13
Moth	2	Rearwin	4
Pussmoth	1	Porterfield	1
Foxmoth	6	S.A.S. Monoplane	1
Minor Moth	5	Taylor Cub	2
Dragonfly	1	Taylorcraft	1
Rapide	8	Waco	2
Douglas Passenger DC3	23	Wackett	1
Douglas C47B	4	Short Solent	5
Ercoupe	1		
Fairchild Argus	1		
		Total Aircraft:	395



60 years ago, de Havilland built aircraft made up 60% of the civil aircraft registered in New Zealand.

Over half of the register were the venerable DH82a Tiger Moth

There was only 1 Cessna on the register.

No wonder de Havilland aircraft are so fondly appreciated throughout the country.

Many thanks to Loretta McGarry (our official historian) for another fascinating insight from her archives.

HAWKER HUNTER ZK-JIL

By Jim Lawson.

Before Xmas 2011, David Phillips, the owner of JIL, asked me if it would be possible to get the Hunter airworthy in time for the Classic Flyers air show to be held at Tauranga on the 28th of January 2011. I said yes, before I had fully run through the pros and cons of getting such an aircraft back into the air, after being non-operational for the previous six years. There was nothing for it, but to get stuck in.

The Hunter is based at Tauranga in the Classic Flyers Museum, which meant that I had to travel between Auckland and Tauranga, on a regular basis. This was done both by car and by plane. Usually if I went down by car, I would stay a few days, which meant that I could start work early, finish late and

get a lot done. From time to time I would enlist the help of my work colleagues, from Aerotechnology, which was necessary if we were to beat the dead line. At other times I would be assisted by Andrew Gormlie and his team of volunteers from the Museum, who willingly stepped in where necessary.

First thing to do was to check all the AD's, if there was something in there that would take too long to achieve, then there was no use going any further. One major AD was to inspect and test all pressure vessels. The single seat Hunter has three oxygen bottles, four emergency air bottles and two "G" suit bottles. With the help of Alan Butler, we set about removal of said items and sent them away for testing. In the mean time I went on, ably assisted by Tim Galpin, with other checks and inspections required to bring the aircraft up to airworthy status.

Eventually the work was finished, all the mechanical tests and control functions, satisfactorily carried out, the pilot's seat was in and live and we were able to invite the CAA Inspector, Alan Nicholson, along, to carry out the next step of the proceedings. This was a detailed inspection of the aircraft, the worksheets, the log books and other things pursuant to issuing a test flight certificate and finally a re-registration and certificate of airworthiness. The inspection was carried out very professionally, with meticulous attention to detail and finally, four days before the air show, our efforts were rewarded with the issue of a test flight certificate.



Photo: Jim Lawson



Photo: Jim Lawson

The next day, Wednesday, David and I flew down to Tauranga not knowing what the day would hold. There were still no certainties that the Hunter would fly in the air show, engine runs and flight tests may reveal snags that would have to be overcome, which would eat up precious time. Ian Swainson, from the Museum, towed the Hunter out to a suitable run up area and his team brought out all the equipment necessary for a start. David put on his flying gear, comprising of the parachute harness, a Mae West, (life jacket), leg restraints, (part of the ejection seat requirement) and a "G" suit. With all that in place it was time to climb into the cockpit and get strapped into the seat, connected to the parachute, coupled to the "G" system and with flying helmet on, plugged into the oxygen supply and radio, we were ready for a start.

HAWKER HUNTER ZK-JIL continued...

By Jim Lawson.

Starting the Avon 207 in the Hunter is normally done with the use of an on board starting system using isopropyl nitrate (AVPIN) as a propellant, this, when ignited, spins up a small turbine which in turn engages with the main engine and when it's RPM reaches the appropriate level, ignition takes place and the engine is up and running. We instead, use compressed air to spin up the small turbine and this entails plugging into the start system, two very large dive bottles pressurised up to 3,000 psi. When David has completed his pre start checks, he gives me a signal and I turn on the air. After I see and hear that the engine is running, I turn off the air, unplug the hose and close the starter bay door. At this point the Team from the Museum coil up the hoses and take the bottles away, while I am checking that the accumulators are all being hydraulically charged up to their respective levels. A thumbs up from David in the cockpit, tells me that all systems are go.

The start went well and David taxied out for the first flight since he flew into Tauranga from the Warbirds Over Wanaka Air Show in 2006. With the Hunter, barely discernible at the end of the runway, there was no mistaking the roar of the Avon engine as David opened the throttle, within seconds he was airborne and passed us with ever increasing speed, a sight that will always raise a lump in my throat, truly a magnificent aeroplane.

Thirty minutes later the Hunter was back in the circuit, having been down the coast to do some handling trials and over to Rotorua to waken up the locals, then the test flight was over. On the ground, the engine run down time was normal and David, with a smile on his face, reported no snags. I too, had a smile on my face but my job was not over, the post flight check had to be done. This comprised of recording the readings from the fatigue meter, on that occasion David had pulled sixteen 3.5 G turns, he was taking it easy, check the engine oil, check the air condition unit oil, check the hydraulic oil, check the brake, aileron and elevator accumulators, check the G suit system, check the oxygen system, check the tyres, check the brakes, check the undercarriage leg extensions and finally check over the whole aircraft for any defects or damage to the airframe and for any leaks of anything from anywhere. Then there's the brake chute to be repacked.



Photo: S. Love

HAWKER HUNTER ZK-JIL continued...

By Jim Lawson.

The brake chute is deployed on touch down and has to be picked up at the end of the landing roll. With any luck it will be a good pick up, if not, a long time is spent unravelling the trace lines before the packing can start.

With all that done, the aircraft away in the hangar, we could have a coffee and relax. David then rang Alan the CAA inspector to tell him that the test flying was over and went well, his reply was that he had witnessed some of the test flying and was quite happy to issue a new CofA, Alan lives in Rotorua. Then the phone in the Museum started ringing, many people from Rotorua had seen the Hunter and were asking if it was to be in the air show. This prompted a request from the Museum for the Hunter to do a similar test flight over Hamilton on Friday with a view that it would, again, create interest and attract the punters. With the CofA forthcoming we decided to take the next day off and catch up on some rest time, knowing full well that there was to be a practice on Friday for the air show, which was scheduled for Saturday.

On Friday I drove down to Tauranga so that I would have a vehicle to get around in for the following few days. On arrival, it was straight into it, I performed the pre-flight checks, topping up the various services, as required, the Team from the Museum then towed the Hunter out of the hangar for re-fuelling and put all the starting gear in place, we were ready.

As usual, the start went well and David taxied out for the take-off. This flight was to combine more testing and for David to run through his air show routine. With that successfully completed it was a quick run up to Hamilton and back, which evoked a number of phone calls to the Museum, as they had hoped, a few aeros over the airfield and back on the ground with the brake chute streaming, another trouble free flight. With all the checks out of the way, we were ready for the Air Show on Saturday.

To be continued.



Photo: Gavin Conroy

Annual Club Competitions

This year is a bit different. Due to the washout at Stratford, the annual club competitions and the annual Taumarunui competitions will be run concurrently at Taumarunui aerodrome on Saturday 27 October. This means, members will be effectively competing for two trophies at the same time. Another change is that the aerobatics will be held first, first thing, with an anticipated kick off around 0830 with briefing at 0800 NZDT, sharp for those participating in the aerobatics competition. There will be a further briefing around 0900 for the rest of the competitions. Latecomers, however, will have to ensure they are fully briefed before taking part in any competitions or local flying.

For the benefit of new members and visitors, plus those who need to be reminded, the following competitions make up the major flying activity of the Tiger Moth Club at its annual event. Any club member may (and in fact should) compete, although there are aircraft type restrictions on some events — and no trophies may leave these shores. In alphabetical order they are:

- **Aerobatics**, for Tiger Moths and Chipmunks only, with separate trophies. Current CAA rules, which will be strictly enforced, state that the minimum height during aerobatics is 1500 feet AGL for the holder of an aerobatic rating; otherwise 3000 feet. No passengers may be carried, and anybody wanting to compete down to 1500 feet will have to produce documentary proof of a rating. And remember that transgressing the height restriction will result in disqualification. The aerobatics routine may be found somewhere nearby in this newsletter.
- **Air race**, or more accurately time trial with staggered starts, to avoid over-eager pilots getting in one other's way. Again officially for Tiger Moths only, although other speedy types sometimes compete on an informal basis, and run on a shortish (Five minutes or less) route within sight of the airfield, yet to be laid out. All those who think they have speedy Tiger Moths should present themselves and their aeroplanes early at the briefing.
- **Bombing**. Two bombs, Pheasant Mk IV, wooden, yellow, for the dropping of, are carried and dropped from a height of not less than 250 feet. The closest to the target wins (fluke over consistency), with the other closest being a decider in the unlikely event of a tie. Remember — hitting anything valuable or flying too low on the bombing run results in disqualification for that bomb.

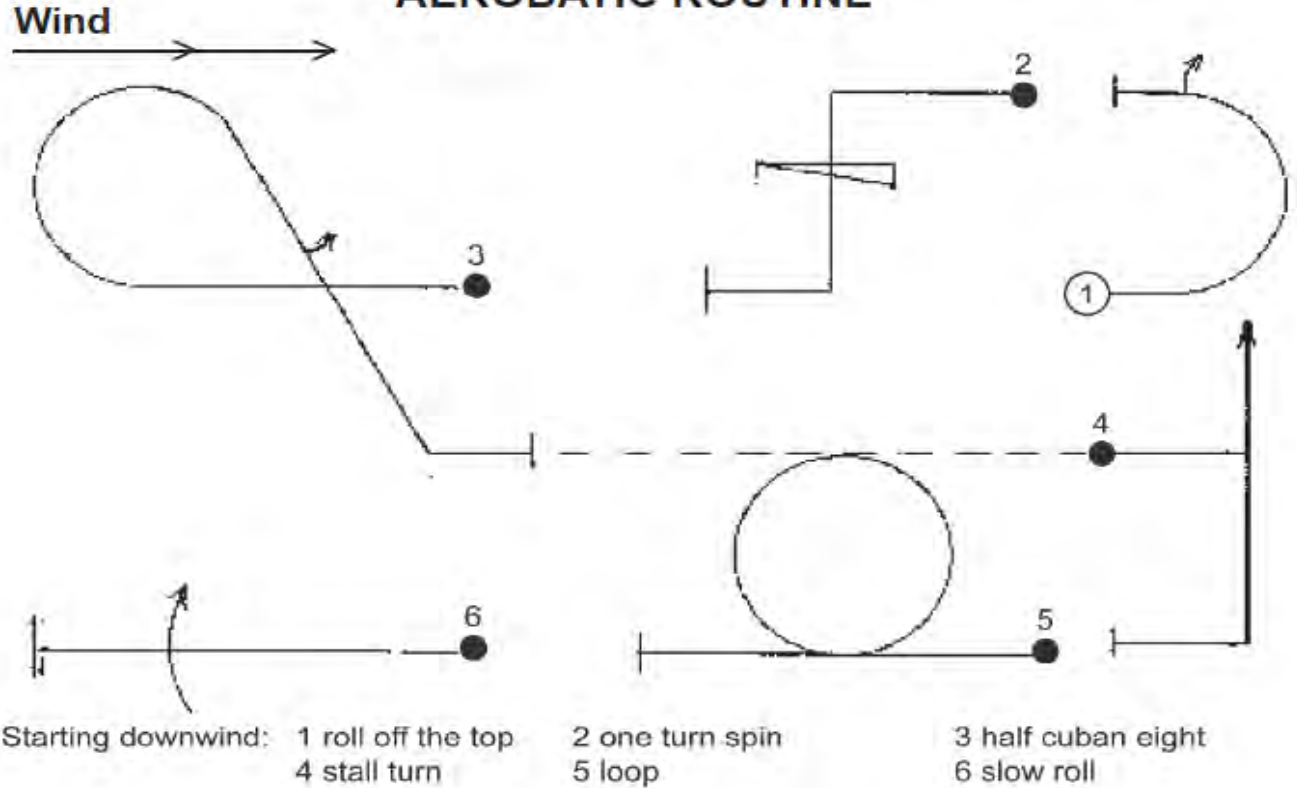
- **Non-instrument circuit**. The only flying competition to carry an air judge, this one is normally restricted to Tigers and Chipmunks for reasons of practicality in covering vital instruments with pieces of cardboard but still letting the judge see something. Aircraft balance, that vital aspect of our sort of flying, is incorporated in the judging.

- **Perfect loop**. What it says — the least egg- (or pear-) shaped track in the sky wins. It may be flown in anything aerobatically suitable by any member likewise capable, and can be flown as part of the normal aerobatic routine by competitors in that sequence which, some may have noticed, does incorporate a loop.

- **Spot landing**. Run under the rules we have devised after many years of experience, this is a true spot landing and so allows the use of engine and other cheating devices right down to (but not into) the ground. Two landings are made, the first a touch-and-go, with the lowest total distance deciding the winner (consistency over fluke). Landings must be three-pointers in our type of aeroplane, and anybody rendering an aeroplane incapable of immediate further flight because of landing technique will be disqualified. That's the flying. In addition we have a number of other trophies which are judged, discussed among committee members and awarded on the day:

- **John Crosbie Trophy** for the pilot who has the most interesting time getting to the annual fly-in, in the spirit of the late John Crosbie who never let flying become dull.
 - **EF Harvie Memorial Mug** for the most helpful member during the past year.
 - **Murray Neich Memorial Trophy** for the youngest member competing on the day.
 - **Scott Greaves Memorial Trophy** for best recent Tiger Moth restoration.
 - **Loretta McGarry Rose Bowl** for the best non-Moth vintage aeroplane. For some reason the main object of this one seems to have been forgotten and so it's repeated — the Loretta McGarry Rose Bowl is awarded for the best aeroplane that doesn't have a Moth in its name. Tigers, Gipsies, Leopards (we wish) and other Moths have their own trophy and are not eligible for this one.
 - **Most Magnificent Moth** is the best aeroplane bearing a Moth in its name (see above).
 - **Most Original Tiger Moth** is pretty much what it says.
- These last four aircraft condition trophies are judged by different people each year, and because not everybody has the same ideas of perfection or originality there's usually no monopoly on the silverware.

AEROBATIC ROUTINE





Tiger Moth Club of New Zealand Inc

2012 Annual Spring Fly In Taumarunui, 26th – 28th October 2012 REGISTRATION FORM

Names		Aircraft	
Names (Pax)			
Address			
Email			
Contact Phone			
Mobile			
Cheque enclosed for		people attending	Please Make Cheques payable to
Registration Fee & Dinner		\$50.00 each	Tiger Moth Cub NZ Inc
Total Paid			<input type="checkbox"/> or... I will pay by Direct Credit
			ASB 12 3194 0023828 00 (Please ensure you include your name as reference when making an internet deposit)
I will be arriving on (please indicate one)	Please return your form as soon as possible to...		
	Friday 26th October	Eddie Doherty PO Box 62507 Greenlane Auckland 1546 EMAIL: edoherty@duthiewhyte.co.nz	
	Saturday 27th October	Phone: (09) 579-0010 (Evenings) (09) 300-5550 (Weekdays) 027 482 0384 (Anytime) (09) 309 1536 (Fax)	
	Yes, I would like to participate in Formation Training		



New Zealand Aerobatic Club

2012 Competition Aerobatic Training Weekend

Mercer Field - November 16th/17th/18th

Becoming proficient in aerobatics allows us to explore the envelope and potential of our aircraft, whilst elevating our skills and confidence. All aspects of our piloting improve from acquiring the disciplines of aerobatic flight, particularly in the competitive arena.

Have you always considered competition aerobatics to be beyond your reach – mentally or physically? Do you perceive competition aerobatics to be gut-wrenching, sickening and perhaps even dangerous? Are you worried about the rules, the procedures and judges watching your every move?

The New Zealand Aerobatic Club invites anybody interested in aerobatics, who would like to further their knowledge and skills in the area of competition aerobatics, to attend a weekend of flying, learning and socializing with other aerobatic enthusiasts.

Over the course of the weekend there will be Ground School covering:

- The Aerobatic Box – what is it? Etiquette, tricks and tips.
- The Competition Rule Book – what must I do.
- Judging criteria – what are the judges looking for?
- Flight management – presentation, positioning, energy management.
- Situational awareness – safety considerations

As well as the ground school, there will be opportunities to fly (dual or solo) in front of judges and coaches, in a designated practice box adjacent the airfield, for the purpose of practice and/or ground critiquing. This will give you a feel of what the heat of competition really feels like!

You don't have to be a member of the Aerobatic Club to come along – this is your chance to have a look and see what competition aerobatics is all about.

You don't even have to be a flyer – a competition event requires people on the ground too (judges, scribes, starters, spotters) which can get you involved, for free!

The social aspect of competition aerobatics is almost as good as the flying itself – enjoy this by staying the weekend at the newly established lodge, right on Mercer Field. A BBQ dinner, 'aerobatic breakfast' and lunch will be on the menu - BYO drinks.

Mercer Field now has a 1000m sealed runway adjacent to the grass runway, making it suitable for use year-round, with fuel available and limited hangarage. The airspace overhead and in the immediate area is uncontrolled up to 4500' – we will be utilizing standard Aerobatic Club radio procedures to ensure safety and traffic information for those aircraft taking part. If you wish to come by car, the field is just 30 minutes south of the Manukau City motorway interchange.

Accommodation for Friday and Saturday night at Mercer Field Backpackers Lodge starts from \$25/person/night. Contact Lynnette at info@tuakauhotel.co.nz to book

Breakfast/lunch/Dinner – \$15 per person, per meal

Please register your interest in this weekend before November 1st by either completing and e-mailing the following form, or e-mailing the same info to me directly at gjbenns@ihug.co.nz

Grant Benns
President – NZ Aerobatic Club



New Zealand Aerobatic Club

2012 Competition Aerobatic Training Weekend

Mercer Field - November 16th/17th/18th

Registration

Name:

E-mail:

Mob Phone:

For wx, info, cancellation

Aircraft Type:

Training / Attendance	Yes	No
Flying – Solo/Critiquing		
Flying – Dual		
Ground school Saturday 9am-11am		
Ground school Sunday 9am-11am		
Ground help/observing		

Accommodation	Yes	No
Staying Friday night?		
Staying Saturday night?		
Hangarage?		

Please make your accommodation booking via info@tuakauhotel.co.nz

Catering	Yes	No
Friday Dinner/BBQ		
Saturday Breakfast		
Saturday Lunch		
Saturday Dinner/BBQ		
Sunday Breakfast		
Sunday Lunch		

Payment by cash per meal – BYO drink

Tiger Moth Club of New Zealand Inc.

Scholarship Grant

The club has decided to again provide funding to suitable applicants by way of a scholarship grant.

The concept and objectives of the grant is to find and to encourage younger people to continue their involvement and interest in vintage aeroplanes, particularly de Havilland types, and to further their aviation careers. It is intended to ensure the ongoing support, preservation, and flying of such aircraft.

This may take the form of assisting applicants in completing an apprenticeship in aircraft engineering, obtaining Aircraft Maintenance Engineer licenses, or completing a Pilot license course on tail wheel or vintage aircraft.

Applications close on DECEMBER 31ST 2012 and it is anticipated successful applicants will be advised early in 2013, after consideration by the selection committee.

Applicants are invited to submit details on the form provided, to The Secretary, Tiger Moth Club of New Zealand Inc., Postal Centre 14, Papakura. 2214.

Additional material, including a supporting budget, may be attached to the application.

PERSONAL INFORMATION	
FULL NAME	
ADDRESS	
PHONE	E-MAIL
MOBILE	DATE OF BIRTH
MEMBER OF TIGER MOTH CLUB	YES/NO
QUALIFICATIONS	
EDUCATIONAL AND PROFESSIONAL QUALIFICATIONS AND ACHIEVEMENTS.	

GRANT

EXPLAIN YOUR MOTIVATION IN APPLYING FOR THIS GRANT

HOW DO YOU PROPOSE TO UTILISE THE GRANT FUNDS?

BUDGET DETAILS. PLEASE GIVE A BRIEF RESUME OF ANTICIPATED COSTS.

WHAT WOULD THE AWARD OF THIS GRANT MEAN TO YOU?

I CONFIRM THE ABOVE DETAILS ARE CORRECT, AND WILL ACCEPT THE FINAL DECISION OF THE SELECTION COMMITTEE.

SIGNED.

DATE



Tiger Moth Club of New Zealand Inc

MEMBERSHIP APPLICATION FORM

Surname		Christian Name/s				
Address						
Email						
Contact Phone						
Mobile						
Pilots Licence Type/#						
Instructors Rating/CAT.						
L.A.M.E. Number						
The Membership fee is \$20 per calendar year. Please enclose a cheque with your application or you may use internet banking if you prefer.				ASB 12 3194 0023828 00 (Please ensure you include your name as reference when making an internet deposit)		
Aircraft Owned Type / Reg				Please return your form to the Treasurer...		
1				Robert Gordon Treasurer Tiger Moth Club of New Zealand Inc 48 Stephens Pl Hairini Tauranga, 3112 EMAIL: flying.machines@clear.net.nz		
2						
3						
4						
5						