

TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

DECEMBER 2020

CHRISTMAS EDITION

2020—What a year! A long long time ago it seems there were all these bright sparks cheerily saying: “Oh 20 20 Perfect vision! Perfect year!” We took on that cheerfulness and enthusiasm not knowing what was round the corner. So what happened? As far as the Tiger Moth Club goes 2020 has been a year to remember. Not because of Covid but for the fantastic Safari and then the perfect weather at Taumarunui both events timed brilliantly to circumvent the lock-downs we all experienced. Even now its seems that the Safari took place last century and not this year! So first off the committee wishes you all a memorable Christmas and there are events on the calendar that will cheer you up for the New year. So get out there and enjoy the good weather and look forward to what the Tiger Moth Club has in store for you in 2021.



LEARNING TO FLY

For aviation pioneer, Geoffrey de Havilland, there was really only one way to get airborne. Without a flying school or even somebody with an aeroplane in the district where he lived, if Geoffrey was going to fly he would have to build his own aircraft and then teach himself to fly. He read whatever he could lay his hands on regarding the other pioneer flyers but it was all forgotten the moment he lifted off a small field at Long Barrow. He had achieved his dream but now he had to control the aircraft and get himself back on the ground. Easier said than done. But he managed first of all to turn the machine in the air and then attempt a landing. Success.

Geoffrey de Havilland tried again and again until he became one of the most experienced pilots in Britain. He took up friends and family including his younger brother Hereward and it was no surprise that Hereward also aspired to become a pilot. By then Geoffrey had sold his aeroplane and moved with it to Farnborough where he would fly his aeroplane so that a proper study of aeronautics could be made. This was in the guise of evaluating the aircraft for military purposes which for the most part consisted of Geoffrey taking military officers aloft for a short flight around the perimeter of Farnborough.

Aviation fever had meanwhile begun to sweep across Britain fueled by successful aircraft races at several fa-



Paulhan's Farman biplane preparing to race round the race course at Blackpool in 1912

mous race courses. Since Hereward could not get his older brother to teach him the ropes, he would have to go to a flying school. Such institutions already existed by then and the closest one for Hereward was at Hendon, on the outskirts of London. The chosen school, run by W. H. Ewen, had a good reputation and had just replaced its monoplanes with Caudron biplanes. Ewen was the British agent for Caudron and had several single-seaters available for training. Ewen also held the licence to build Caudron aircraft at Hendon and by 1913 several machines were under construction including a two-seater.

Below: One of Ewen's Caudrons

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When Hereward arrived at Hendon for his first lesson he was asked to stand behind the pilot and hold on to the struts. Neither he nor the pilot was strapped in for one did not need a "safety belt" when riding a horse or driving a car so why have one for flying an aeroplane. In those pioneering days pilots and sometimes passengers fell out while flying usually with fatal consequences, but apparently this was a risk one took. Safety equipment such as safety straps or helmets were available, it was just that not many pilots used them.

For a start Hereward was expected to pay a lump sum for his training before the lessons even started. At that time the Chief instructor was Lewis Turner and after several flights as a passenger, Hereward's training finally started. His first lesson, on 9 July 1913, consisted of 'rolling' the aeroplane. This meant he controlled the aeroplane across the grass aerodrome without taking off. Once he had mastered the knack of keeping the machine on a straight course he was encouraged to roll faster so that he could 'feel' the rudder. Later that same day Hereward got into a more powerful machine to repeat the performance and note the difference.

On his second day Hereward was told to go even faster and make short hops using the elevator control, all this as solo pilot. Naturally one also had to master the use of a rotary engine which was either full on or full off depending on the position of the ignition switch. One of the fundamental problems with learning to fly was the instinct to switch off the motor when problems arose, as one did in a motor car. But in an aeroplane, Hereward was told, the greater the difficulty, the greater the engine power needed to get out of it. This was counter-intuitive but had to be learned.

On 13 July, the fifth day of instruction, Hereward was making straight flights the full length of the aerodrome, rising a few feet off the ground each time. On those flights the instructor sat behind him and told him what to do. Practice continued on 18, 19 and 21 July with the instructor allowing a gradual increase in height as Hereward gained confidence and made shallow dives before landing.

On 28 July Hereward made his first left-hand turn using the rudder. He made half-turns on this day and again on 3 and 5 August. Then on 7 August he made a complete circuit and landed. At this stage Hereward was well on his way to getting his 'ticket'. More practice the next day and his first turn to the right. As soon as he was proficient with the right-hand turn, Hereward made a figure of eight. Two more practice days and on 13 August Hereward "passed all his flying tests in good flying style at an average height of 200 feet and on each occasion landing close to the mark". He had gained his Aviator's Certificate no. 588. Hereward was one of the last students to learn by this old method for soon, dual-control machines became available and finally the instructor could correct any mistakes by his students.

Less than a fortnight after he gained his licence, Hereward went to Hendon where he watched a new Breguet biplane come second in the Speed Handicap Race. He persuaded the French pilot, Debussy, to take him to Farnborough along with R. Goodman-Crouch who was hopeful of selling the machine to the British Authorities. All went well until they were near Maidenhead, when the engine lost power due to a broken exhaust valve. Debussy tried to make a forced landing near Bray, but at a height of 60 ft the plane dived into a field of marigolds. All three of them were injured. Debussy was concussed and had a badly sprained right ankle, Hereward had broken his left arm, and R. Goodman-Crouch had broken his right leg. After his recovery, Hereward was employed as a test pilot at Farnborough.

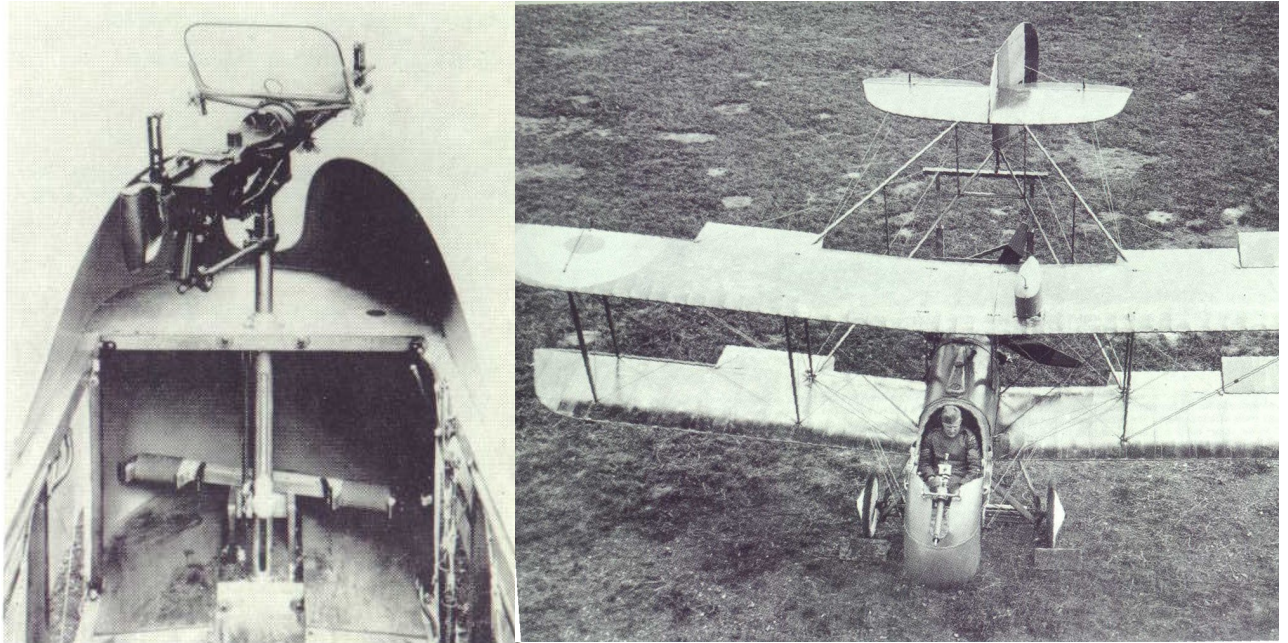
From the outbreak of War Hereward de Havilland had been a test pilot at Farnborough where he worked alongside Major J. H. W. Becke of No. 6 Squadron, Royal Flying Corps. On 4 October 1914, No. 6 was ordered to prepare for active service in France to help save Antwerp. Hereward wrote:

"On being posted to France, the [12] aircraft were taken by road to Gosport, the fuselages being lowed behind Squadron lorries. After some miles of this, in thick dust, the plain bearings of the undercarriage wheels started seizing up and the remainder of the trip was completed with chaps sitting on the axles, armed with tins of oil and grease.

"Various inoculations, followed by the crossing of the Bay of Biscay by ship, had knocked a fair percentage of the squadron rotten by the time we arrived at Saint Nazaire. Here the aircraft were assembled and test-flown before leaving for the front. My only memories of this stage are of the girl in our village billet, the beetles in my bedroom, and getting into a flat spin on my R.E.7.

"My first job over the line was to bomb troops in the Lille area with small red-handled bombs, which one chucked over the side. My observer was Bob Hart, armed with a 0.303 Service rifle. I had a Mauser pistol. We didn't see any troops, but got rid of the bombs, and used up our ammunition against what turned out to be a French Voisin with no results. We were hit quite extensively by anti-aircraft fire at 6,000ft and had two separate forced landings on the way back to base due to fuel-system trouble."

Later Hereward returned to Farnborough where he carried on as a test pilot. He then returned to France and flew with No. 18 Squadron then based at Treizennes. One early production D.H. 2, no. 5919, went to No. 18 and was flown by Hereward on 19 January 1916. He engaged a German Albatross at 12,500 ft over Souchez at 10.15am without success. Later that morning he intercepted an Aviatik biplane at 11,000 ft over Bois Grenier but once again did not manage to shoot it down. Hereward was the first, and as it turned out, the only, member of the de Havilland family to fly a combat mission in a de Havilland aeroplane.



He reported that he could not see the tracers over the gunsight and, so like all fighter pilots before him, had no way of knowing exactly where his bullets went. Significantly this encounter was one of the first aerial combats in which tracer ammunition was used. The problem with this new type of ammunition was that the tracer and normal bullets had different trajectories because they had different weights and air resistance. The tracers fell away below the gunsight leaving Hereward and the other R.F.C. pilots guessing where their bullets were really going.

In the D.H. 2 the single Lewis gun, mounted on a pillar designed by Geoffrey de Havilland, fired forwards through a tube on the port side of the nacelle. This allowed swinging movements in all directions and the gun could be height adjusted to suit the individual pilot. On 25 January 1916 Hereward encountered another Albatross biplane at 9,500 ft above Festurbet and to make sure of his kill he came in from behind and below. Just as he positioned the D.H. 2 for the kill the gun jammed so ending the combat. Three hours later on another patrol he attacked two Albatross biplanes at 12,500 ft over La Basse but once again the Lewis gun jammed.

It was a short career but Hereward was the only member of the de Havilland family to fly a de Havilland designed aircraft in combat. Later that year Hereward was transferred to the Middle East where he gained experience bombing Turkish troops. In 1940, with the threat of the German invasion, it was Hereward who suggested that Tiger Moths could be used as anti-personnel bombers, for he could claim to have flown such sorties back in 1916 in the predecessor of the Tiger Moth, the B.E.2, designed by his brother Geoffrey at Farnborough .

Bombing up a Tiger Moth in the UK. This photo was taken around 1944 .



UP AND COMING EVENTS

2020

27 December Wings & Wheels Whitianga

2021

Reminder to all Tiger Moth owners to register with DH Support, Duxford, UK for the technical data to keep your aircraft compliant

30 January (Saturday) Thames Wings & Wheels

The Hauraki Aero Club have invited all Club members. There are no landing fees, and a reduced entrance charge for pilots. Check the NOTAM and plan to arrive prior to 10 am. Airfield closed 12 noon to 2 pm for a NZ Warbirds air display. A \$10 BBQ lunch will be available at the Aero Club rooms for visiting aircraft crews.

1-5 March Tiger Camp

It's that time of year again when we start thinking about how to extend the fun of our annual pilgrimage to the AGM. The recent email calling for anyone keen on making a week long trip has seen good so it's all go. The Tiger Moth Club AGM is the weekend following the Wings Over Wairarapa air show so we are starting from Masterton. Naturally, people will join in or out and or do particular legs as they usually do and this is expected and adds to the fun.

To make things work, we need to know how much 91 petrol will need to be sourced and what degree of airfield transport we'll need to find. Pilots and passengers will make their own decisions regarding accommodation but if we have pretty definite numbers we can talk to the various locals who are likely to want to be hospitable to us and that's always a good thing. So, we are asking anyone interested in helping to give it some serious thought and let us know by registering at the link below. This will certainly help in the planning. Then after Christmas, we'll start to firm things up based on registrations.

The current proposed itinerary is as follows with overnight stops underlined:

Monday 1st March: meet at Otaki. Transport available to Paraparaumu for the night. Fuel cans have been arranged. Suggest purchasing lunch for Tuesday

Tuesday 2nd March: visit Foxpine, Koputaroa and anywhere else that takes our fancy. Stay in Hawera. A BBQ is being put on by the local aero club for \$20 per head. Transport and fuel cans have been arranged. Cut lunches will be available for purchase for Wednesday.

Wednesday 3rd March: fly around and up Mt Taranaki! Back to Stratford and/or Norfolk for lunch - no transport has been arranged to get into town. Stay in Te Kuiti. The local aero club is arranging a BBQ, fuel cans and transport (details to be announced)

Thursday 4th March: visit Waitomo Caves! After lunch head to Raglan for the night. This is a short flying day to allow for time at the caves and at Raglan. No transport or fuel has been arranged at Raglan.

Friday 5th March: visit Te Kowhai, Waihi Beach, Pauanui and anywhere else that takes our fancy. Lunch and fuel at Whitianga. Fly around the top of the Coromandel peninsula and back down into Thames for the annual fly in that starts Friday afternoon

We always have a great bunch of ground based members on our various Tiger trips and that's always a huge part of our success in enjoying Tiger Camp. The upcoming trip to the AGM will be a collective of fairly short flying legs so opens up the possibility of someone following along (or leading the way) in a vehicle, particularly as there may be members heading north on their way home from the Wairarapa airshow. This is just an idea that we're putting out there but if it was on, we could consider collectively renting a vehicle that met up with the aircraft at each stop, carrying a few bags, petrol cans and non flying fun seekers. If anyone out there is keen on being involved as a driver, please contact Amanda for a talk about the idea.

A reminder that all members and all aircraft types are welcome on Tiger Camp. If you have any suggestions for places to visit or things to do on Tiger Camp please email tigermothclub@gmail.com.

5-7 March ANNUAL FLY-IN AND AGM, THAMES

Planning for the event is near completion, and Registration is open. More detailed information will be published in the February Tiger Rag. The Hauraki Aero Club advise that a Food Festival is being held in Thames on the same weekend, and accommodation is expected to be at a premium. Early reservations are recommended. Link to register for Thames: <https://forms.gle/xxBN97Xf8zKGGQtN89>

27 March Ruatoria Aero Club Fly-In and Reunion

8-9 May Tiger Moth Workshop run by Glenn Thompson at Warbirds, Ardmore



In Loving Memory of

Cheryl Patricia Butterworth
"Rusty"

29th June 1949 – 16th September 2020



Above:
Classic Flyer Air Show, Omaka 6/7 March 2007

Her last flight with “Woodsy”

Right: Hostess on Warbirds DC3

Below: Flowers from the Tiger Moth Club with other memorabilia on display at the Memorial Service held in the Papatoetoe Cosmopolitan Club on 14th November 2020.



“Rusty” Butterworth—Tiger Club Record Holder



We regret to announce the death of Cheryl better known to Tiger Moth Club members as “Rusty” Butterworth who entertained the crowds at airshows from at least 1987 to 2007 with her wingstand flypasts on top of Tony Renouf’s Tiger Moth ZK-CDU. Together they were the only Tiger Moth Club members to capture and still hold the Guinness Book of Records World endurance recorded for Wing standing of 3 hours and 8 minutes on 4th March 1990.

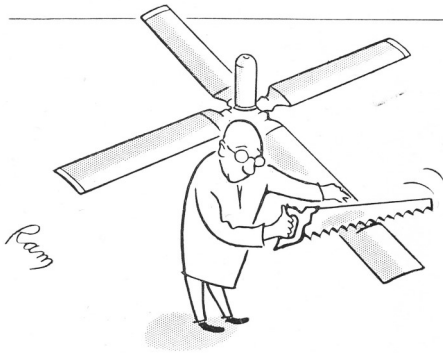


A bit of Christmas Cheer from old issues of the DH Gazette

How we miss "el Cheepo" airlines!



"Cigarettes and alcoholic beverages will not be available; we suggest you carry sufficient supplies of your favourite brands."
Economy travel brochure.

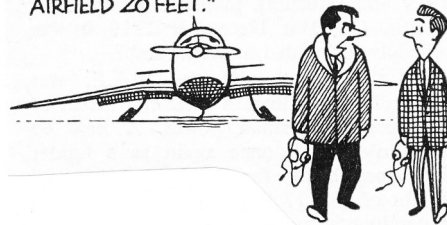


"Simplicity the secret of the Comet? Of course it is, it's just a great big Tiger Moth."
Engineer just seconded to the Comet.



"That's right, Mabel. Make yourself all comfy, close your eyes, I'll switch the ole vacuum on and you can imagine you're flying orf to the central of Africa."
DAVID SNT DON

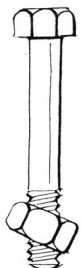
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“ Well, if the fuel consumption were as low as the oil pressure, and if the cruising speed were as high as the cylinder-head temperature on number four engine, I would call it a very nice aeroplane.”



“London Tower had the nerve to say that I might hear him better if I put on my deaf aid, so I just suggested that his voice might be clearer if he put his teeth in”

**AN IMPORTANT CHAPTER
IN
NEW ZEALAND'S AVIATION HISTORY**



- Published in June 2020 by the Phil Lamason Heritage Trust (Inc) to commemorate the centenary of flight in the Dannevirke District.
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- Arrange a purchase with online payment by emailing either contact@phillamason.com or mgsmharold@xtra.co.nz
- Phone contact: Mike Harold 063745725

Back in the day when filming *SOLO*

John King wrote:

Back in 1977 Bill Dittmer, owner of Tiger BCZ, was involved in the filming of *Solo*, one of the earlier New Zealand feature films which helped launch a wave of kiwi movies. *Solo* was fairly lightweight and was Tony Williams's first feature film. Tony is better known for his documentaries (shot in the Eighties) and those memorable commercials such as The Great Crunchie Train Robbery, Dear John, Toyota Hilux Bugger and Telecom Spot.



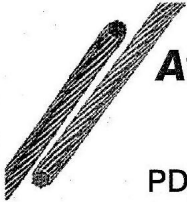
The cameraman, Steve Locker-Lampson (1937-2012), was a larger-than-life diver, pilot and cinematographer who had to shoot parts of *Solo* three times because of faulty rented camera equipment. In this scene the Tiger Moth is supposed to crash into the trees in a botched landing, so Bill is flying as close as he dares to the trees. I played a very minor role, carrying the camera battery while Steve ran right up to the trees, simulating the final seconds of the prang.

Perhaps some of the better bits of *Solo* involved some rather atmospheric flying through the Southern Alps. I remember Bill being worried about carburettor icing at altitude, so he rigged the throttle to provide carb heat at even full throttle.



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TIGER RAG PUBLICATION DATES

February 20 : pre AGM issue
March 30: post AGM Thames issue
September : pre Taumarunui issue
October: post Taumarunui issue

TIGER CLUB MERCHANDISE

Wondered why its not in the Tiger Rag?
That's because all the items in stock are displayed on the Tiger Moth Club official website. If you can find the image of the dashing aviatrix on the cover of this Tiger Rag then you have reached the official Tiger Moth Club website. It's as easy as that.

Not for sale or swap. The agricultural version of the Thruxton Jackaroo should qualify as the ugliest Tiger Moth ever. Fortunately only one was ever made and this machine, G-AOEY, was flown to Nigeria where it spent a short time on ag-work. Somebody out there did the reputation of all Tiger Moths a service by scrapping the beast. Thanks to Air Britain for the photo



SPEED



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 John King, Alan Land, Les Marshall, Eddie Doherty, Jeanette Lei