

TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

SEPTEMBER 2021

CALLING ALL TIGER CLUB MEMBERS

TAUMARUNUI REQUESTS YOUR ATTENDANCE



Welcome to another issue of Tiger Rag

As we cope with current (and future?) restrictions to our daily lives, I'm pleased to report that your committee is still actively planning for the future. Very sad to see that Omaka had to be cancelled, I was looking forward to seeing a lot of you there, but not looking forward to the slow open cockpit ride down at that time of the year... age is finally catching up with me!

However Taumarunui is still on track and with 6 weeks still to go, hopefully we will be at a level of lockdowns by then, to allow us to continue. Planning is underway so ensure you book your accommodation but check the cancellation policy.

Amanda is running another tiki tour from Taumarunui down to Rangitata Island the week following Taumarunui so please refer to the link in the latest Cyber Moth or in this Rag to register. She has several bookings already and it promises to be a lot of fun.

You are aware that the Club AGM will be at Masterton next year over the weekend of 11-13 March hosted by Tom Williams and the Flying Tigers group.

Plan is for a BBQ on the Friday evening, competitions on Saturday and an evening dinner in the Flying Tigers hangar. Tom is doing excellent work on our behalf having already organised no landing fees and a very good accommodation deal at the Copthorne. The Copthorne has offered the Club a deal of \$160 per night, very reasonable, with 30 rooms being held for us until one month prior. Contact them directly and mention the Tiger Moth club group booking number 71357, but all bookings are the responsibility of the individual. Note well that they have a 21 day cancellation policy that applies to group bookings which sadly is unable to be changed. Accommodation is at a premium in Masterton due to the government's homeless policy taking up several motels, so book now. More info closer to the time.

Congratulations to Roshane Mendis on winning the Tiger moth 2021 Scholarship, a very deserved winner. The applicants were of a very high standard this year and it is heartening to see young enthusiasts becoming involved in vintage aviation and the Tiger moth club in particular.

Your committee is looking into all aspects of the scholarship for future years with some exciting developments on the horizon. More info at the AGM.

It is great to hear that a lot of Tiger Moths are getting close to being finished and we look forward to seeing them over the next few years. Just prior to lockdown, Alan Coubray's new Tiger arrived from the US. It is currently in Solo Wings at Tauranga being reassembled under the watchful eye of Phez. It is an ex-Mandeville rebuild and looks to be in great condition. I look forward to seeing it at Taumarunui.

Marty Cantlon has finally finished his Waco YMF and is currently test flying it in preparation for Taumarunui. It is truly magnificent and a wonderful addition to the NZ vintage aviation scene and the Tiger Moth Club.

The Tiger Moth committee is of course voluntary and they put a lot of effort into ensuring the Club runs smoothly and efficiently. However they can't do it all on their own and are asking for your help. We are dividing up various aspects of the club into specific areas of importance with a committee member looking after each aspect. These areas include, safety, training, flying, entertainment, membership, merchandise etc. etc. You don't have to be on the committee to help so if you have an interest in offering help on any aspect of the club, please get in touch with any committee member. We look forward to hearing from you.

I'll see you all at Taumarunui.

Cheers Keith

Tiger Moth Club Scholarship Our successful applicant—Roshane Mendis



Some years back, the Club Committee instigated a Scholarship Fund, as a way to promote younger pilots and aviation enthusiasts into becoming more interested and involved in tail dragger and vintage aircraft, especially de Havilland and Tiger Moth types.

A separate bank account was established, and the Fund is financed through profits from Merchandise sales and donations. The programme has been very successful, with several recipients being selected over the years. They have received funding for various reasons, including type ratings, advanced spin and aerobatic training, and assistance in obtaining Maintenance Engineer licences.

It has often been difficult to select the most worthy person from the list of applications. At our last Committee meeting we formed a sub-committee to specifically formulate a selection process that ensures we have correct procedures in place. The sub-committee consists of John Baynes, Glen Thompson, and Ross Brodie, who is a former recipient of the Fund.

2021 Scholarship Award.

Six applications were received for the 2021 Scholarship. After deliberations the Committee awarded the Scholarship to Roshane Mendis from Auckland,

Many club members will have met Roshane through his regular attendance at the Club fly-ins. He is a 3rd year Student at Auckland University, studying for a Engineering degree in Mechanics. He is a avid aviation enthusiast, especially vintage types, being a member of the Tiger Moth Club, and NZ Warbirds. He learnt to fly at the Walsh Memorial School, and since then has progressed to having a aerobatic and tail wheel rating, and is studying for his CPL. With the NZ Warbirds Tiger Moth soon to be flying, his ambition is to get type rated on the Tiger Moth and become more active within the Club.

STARTING & STOPPING THE GIPSY MAJOR

by Dennis Neville

Over the years I have seen a lot of ‘different’ starting procedures with varying success. Recently I have been asked to do a reminder briefly setting out the procedure and explaining the rationale behind.

If your engine is set up as recommended in the maker’s handbook then the following procedures will get you started. That’s not to say other methods won’t work, especially for engines that are not set up correctly. The procedures are a compilation from De Havilland handbooks, manuals and technical news sheets, as well as over 50 years experience. What follows is an account of what we are doing when using the “Armstrong” method of starting a “Dripsy Gipsy”.

Before starting it should go without saying, don’t try swinging a propeller without proper training. Ensure chocks are in place or the brakes are on and holding.

Communication with the man in the cockpit is also of paramount importance



STARTING FROM COLD.

1. Switches off.

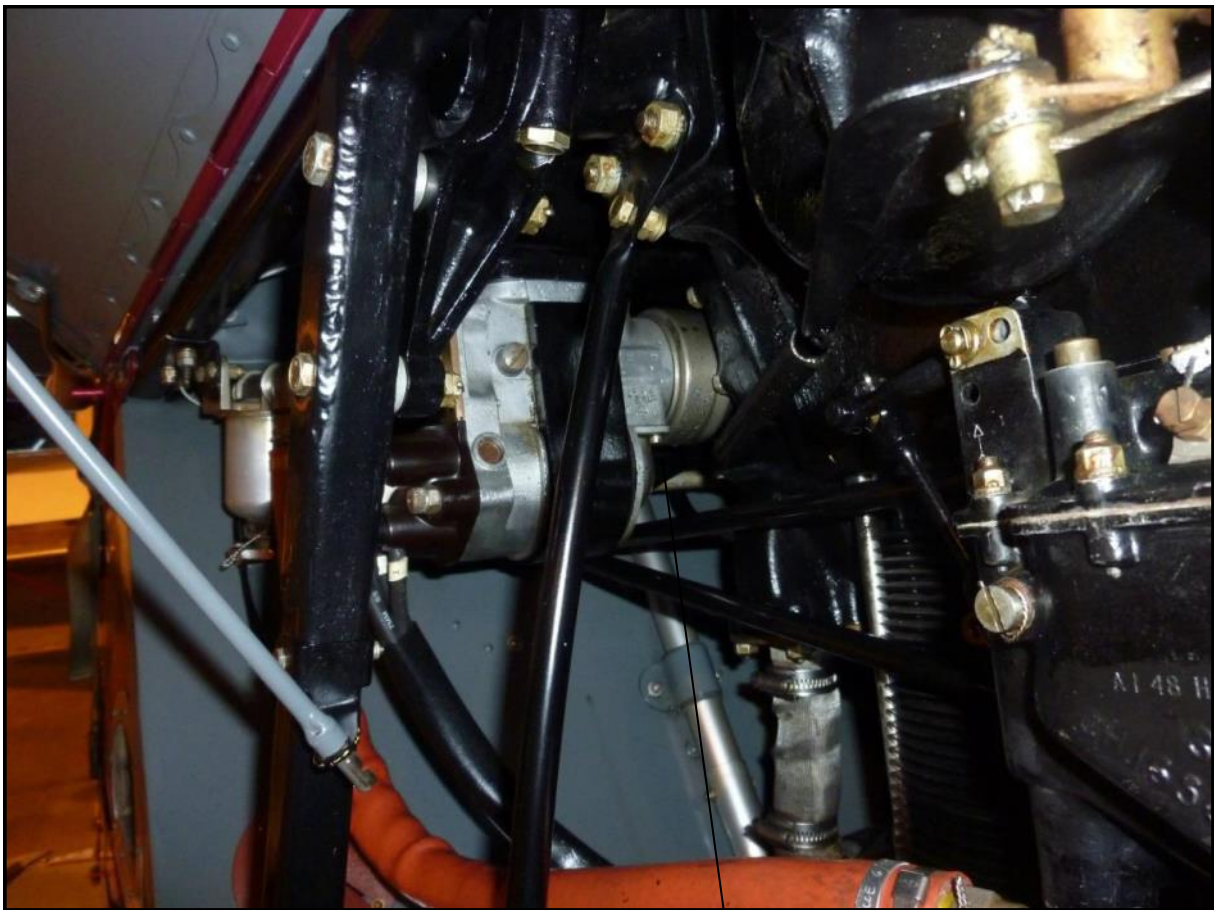
2. Fuel on.

3. If the first start of the day pull the prop through 4 blades to check for a hydraulic lock. This also gives you a chance to check the impulse is working listen for a metallic click for each rotation of the prop. If you have it great, proceed. If not open the starboard cowling and tap the impulse mechanism gently but firmly. (see paragraph 7.)

- You will also be able to check the feel of the compressions; it’s reassuring if they are all the same but not necessarily a problem if they are not; any strange wheezing noises could indicate a blown head gasket or sticking valves.

- If you have a hydraulic lock, identified by not being able to turn the prop in the normal direction of rotation, DO NOT turn the prop (engine) backwards and definitely don’t use the starter if fitted. Turning the engine backwards will merely pump the oil/fuel causing the lock into the inlet manifold, only to return into the cylinder when the engine is rotated in the normal direction on start up.

- This is a rare occurrence on Gipsy Majors but common on radial engines and not unknown on the Gipsy Queen.



Starboard magneto impulse mechanism. Tap gently but firmly.

4. Prime the inlet manifold by depressing the brass plunger on the carburettor or if fuel pumps are fitted pull the ring connecting the brass plunger and operate one of the fuel pumps on the port side until some fuel comes out of the manifold drain.

N.B. Only one pump can be operated on a Chipmunk as the engine bearer gets in the way.



Manifold drain elbow

- IF NO FUEL COMES OUT OF DRAIN INVESTIGATE. It may be that congealed oil is blocking the 2mm calibrated orifice in the drain elbow, in which case the fuel may eventually dilute it.
- Or it may be blocked by a bit of carbon or an insect in which case it will never move. (Insects can get sucked up the drain by the vacuum in the manifold when the engine is running and get stuck at the elbow). If fuel isn't seen after 20 minutes you had better get your tool kit out and remove the manifold drain elbow, blowing out isn't going to get rid of all the fuel that may be there and you may be setting yourself up for an HYDRAULIC LOCK.

N.B. Other reasons for no fuel coming out of the drain are;

- Fuel not selected on,
- Brass plunger not sufficiently depressed,
- For the Chipmunk fuel pump cam in wrong position.

5. Wait until the fuel stops draining (summer only), with throttle closed switches off pull through 4 blades (Sucking in). In winter you may as well suck in while fuel is still draining, as it can be difficult to get enough prime on a really cold day. If the engine has had a really cold soak at low temperatures you may have to suck in 8 or 10 blades. It may even be necessary to pick the tail up to get some fuel to numbers 1 and 2 cylinders as often it will only fire on numbers 3 or 4 then die before it catches on the others.

6. Set the throttle about 1/2 inch open from fully closed, usually that means take up the slack in the throttle linkage and the remaining 1/8-1/4 inch is throttle movement, then starboard magneto (impulse) on. N.B. The impulse mechanism retards the ignition for starting by 30-35 degrees, the port magneto is not retarded the same amount but since it is unlikely that the port magneto will create a spark at hand swinging speeds, some people take a chance and set all magneto switches on in the hope that when the engine fires the port magneto will help the engine to pick up.

N.B. Opening the throttle advances the ignition as there is a mechanical linkage between throttle and magnetos. With throttle 1/3 open the ignition is fully advanced.

7. Start engine. If the impulse is not heard to "click" as the prop is swung, tapping the impulse mechanism at the engine end of the starboard magneto with something non-metallic like a hammer shaft or screwdriver handle may free it. The "click" is the sound of the pawl being released from the stop allowing the wound up spring (impulse mechanism) to spin the magneto windings fast enough to create a spark. It may of course be packed full of grease so you may not hear it anyway. All that is required for the pawl to drop into place and engage the stop is gravity and a well lubricated pivot pin. Often the lubrication is lacking and a firm tap will help gravity do the rest. If it is quiet and you don't hit it too hard you may hear the pawl drop into place. Alternatively there may be insufficient end float at the Simms coupling in that case tapping the impulse won't help.

8. If in doubt magneto switches off, throttle closed, flying helmet off and turn prop over slowly. Treat the magneto as live as this is where accidents happen. There is no substitute for knowing your engine.

STARTING FROM HOT

1. What constitutes hot? Anything more than, hand warm on No 1 cylinder and say up to 45 minutes since it stopped, it's worth setting the throttle and trying straight away for 6 turns or so.

N.B. Throttle closed rather than 1/2 inch open sometimes works better. Engines vary an enormous amount on how long they will hold their prime. A major factor is the ambient temperature, on a hot summers day an engine may start first swing after an hour or more, the same engine may not start on a cold winters day after 10 or 15 minutes without priming.

2. If that doesn't work, switches off, throttle closed, prime and suck in 4 blades, throttle wide open and 'blow out', that is to say turn the prop (engine) backwards approx 8 to 10 blades. Set throttle, magneto switches on and try another start. It doesn't seem to matter if you suck in first or blow out first although by sucking in last you can check for impulse at the same time.

3. Again there is no substitute for knowing your engine and it's little foibles.

N.B. Over priming is a major cause of starting difficulties when warm.

All that is required for the pawl to drop into place and engage the stop is gravity and a well lubricated pivot pin. Often the lubrication is lacking and a firm tap will help gravity do the rest. If it is quiet and you don't hit it too hard you may hear the pawl drop into place. Alternatively there may be insufficient end float at the Simms coupling in that case tapping the impulse won't help.

8. If in doubt magneto switches off, throttle closed, flying helmet off and turn prop over slowly. Treat the magneto as live as this is where accidents happen. There is no substitute for knowing your engine.

STOPPING THE ENGINE

1. Set 800 to 1000 rpm for a few minutes to let the engine cool down then magneto switches off, either both together or one at a time*, make sure engine is in fact "dying" and not still running on one, THROTTLE OPEN, steadily don't just shove it, so that it is fully open by the time the engine comes to a standstill. This helps stop the engine "running on" or worse still running backwards and possibly damaging a number of things especially the large fibre 1/2 speed gear in the magneto. It also makes starting more predictable. If you hurry this procedure and are unlucky enough to have a "live" mag you will get a big surprise when you open the throttle! Don't forget throttle closed when the engine has stopped!

N.B. the advantage of switching them off one at a time is you can find out if you have a live mag and which one it is.

2. Some Chipmunk engines have an idle cut off attachment on the carburettor, if this is used don't forget to switch off the magnetos.



Its always nice to welcome a new vintage aircraft to New Zealand skies and soon this Tiger Moth will be flying with new owner Alan Coubray.

This Tiger Moth spent much of its life in the UK before a stint in Belgium where it was damaged in a crash. Found and owned by Julie Soudt of Southampton, it came all the way to Colin Smith's Croydon workshops for restoration and was test flown in 2000. Since then it has been in the United States but now NC82TM, ex ZK-JLF, is back.

You could easily be mistaken that this is an early gathering of the Tiger Moth Club at Taumarunui, but for the club building and a Comper Swift parked nearby. The furniture looks a bit old fashioned as well but that's because this is Brooklands in the UK in the early thirties. Of course Taumarunui doesn't run to a butler in a splendid white uniform bringing out the drinks. But surely that cannot be the only reason for not coming..



UP AND COMING EVENTS

2021

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

TAUMARUNUI 15-17 October 2021

Annual fly in at Taumarunui Friday 15th - Sunday 17th October 2021

Less than nine weeks until our annual gathering at Taumarunui! We are having dinner on Friday night at the RSA at 730pm, \$35 per head, pay at the RSA. As usual the Saturday night dinner will be at the Golf Club, please click here to register: <https://forms.gle/UxX2sYdZfhmdpAs3A> Dinner will be \$55 per head plus a \$20 registration fee for the weekend for a total of \$75 per person. Payment is required by 6pm Wednesday 13th October to meet caterer requirements. Cancellations notified by 6pm 13th October will be refunded.

TIKI TOUR from Taumarunui to Rangitata Island for the 90th anniversary of the Tiger Moth

Sunday 17th - Monday 25th October 2021

Planning for the Tiger Moth Club of NZ Tiki Tour 2021 is in full swing! The Tiki Tour will depart from Taumarunui on Sunday 17th October and arrive at Rangitata Island for the 90th anniversary of the Tiger Moth on Saturday 23rd October. (see flying stages below)

The weather at that time of year can be unpredictable. We could get a storm come through stranding us in one spot or several days of beautiful weather allowing us to explore more of our country. We have planned a route but the intention is to adjust the week before based on the weather forecast. However this requires flexibility with booking accommodation. As with previous adventures you will need to book your own accommodation

Sunday 17th October	Paraparaumu
Monday 18th October	Kaikoura
Tuesday 19th October	Hanmer Springs
Wednesday 20th October	Hanmer Springs
Thursday 21st October	Darfield
Friday 22nd October	Methven

Due to the uncertain nature of the route there is no registration fee for the Tiki Tour. However if you are thinking of attending please fill out the form at the link below to register your interest. This will assist with planning for fuel and transport, and ensure you are kept up to date with the latest developments: <https://forms.gle/XUHERLmSD2zLRaLG9>

2022

Tiger Moth Club Annual AGM 11-13 March 2022

Annual AGM and weekend fly in at Masterton Friday 11th - Sunday 13th March 2022

There is a lot going on in Masterton in March 2022 and accommodation is already hard to come by so we have temporarily secured 30 rooms at the Copthorne Solway Park for club members. To book a room please contact the Copthorne on 06 370 0506 or reservations@solway.co.nz and quote booking number 71357. Rooms are \$160 per night and cancellations must be made 21 days prior to the event in writing. Any rooms that have not been booked by members will be released three weeks before the event. If you are planning to attend please don't delay in booking some accommodation for this event.

Trophies for presentation at Taumarunui

John & Val Hainsworth Hikurangi Challenge Trophy
for Bombing and Spot Landing

Ross Duncan Red Tiger Trophy
for Tiger Moth Spot Landing

Ralph Saxe Memorial Trophy
for the Perfect Loop in another aircraft type

Grant & Karen Drinkrow Trophy
for a Perfect Loop in a Tiger Moth

Piper Cub Trophy
for Piper Cub Spot Landing

Ross Duncan Memorial Cup

Ray Deerness Challenges
Presented for Photography and Writing

Photographic Competition

This is to be aviation related and not photo shopped - 2 prints per competitor. One of these prints may be used for display purposes so as to encourage further and future interest in the challenge.

Name and address to be marked clearly on the back of each entry.

Writing Competition

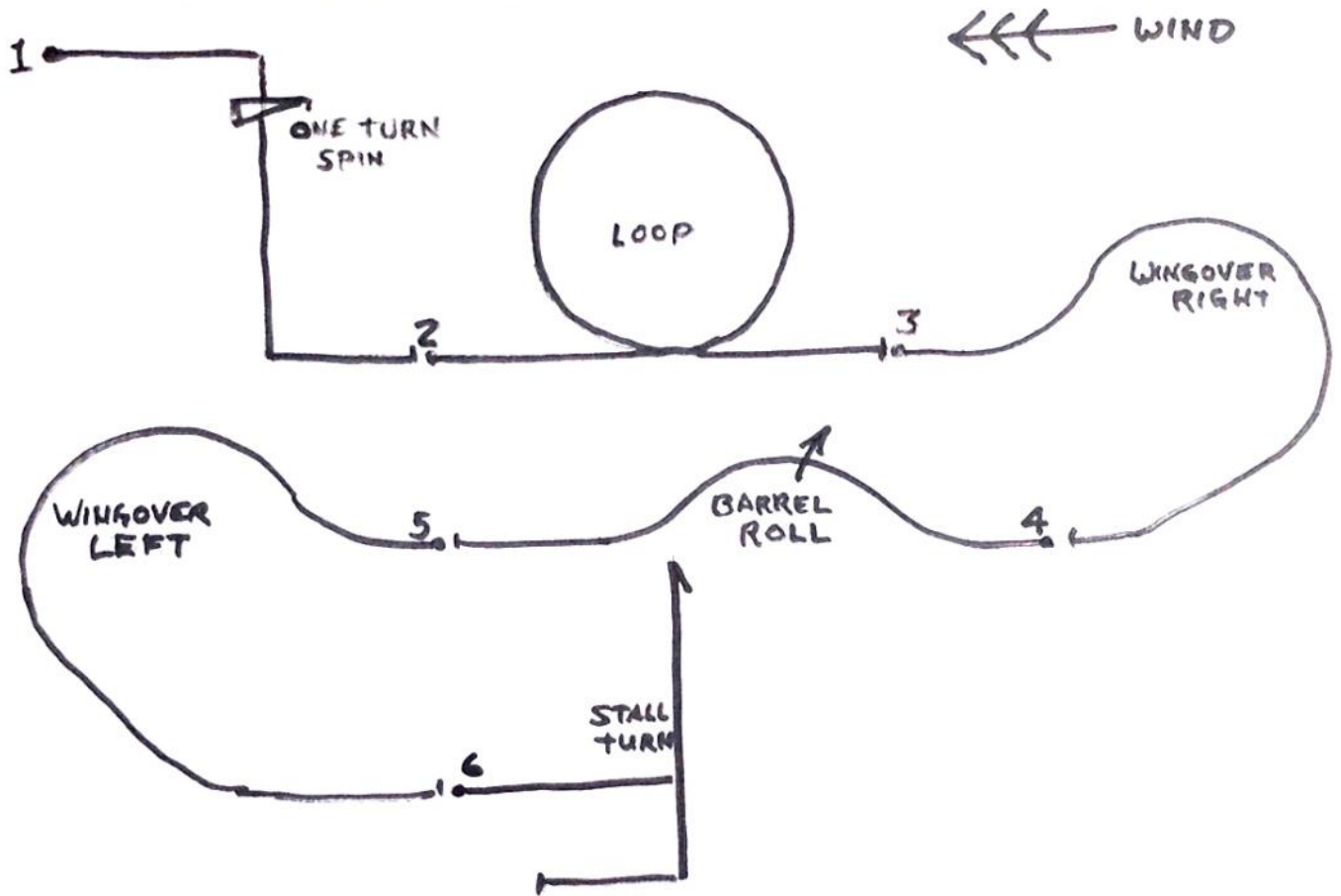
This can be an historical account of anything aviation, an event, learning to fly a Tiger Moth, a short story or something like a children's story, living and flying with a pilot of vintage aircraft - use your imagination up to 2500 words!

Each entry, if failing to win can be re-entered the following year for a second chance.

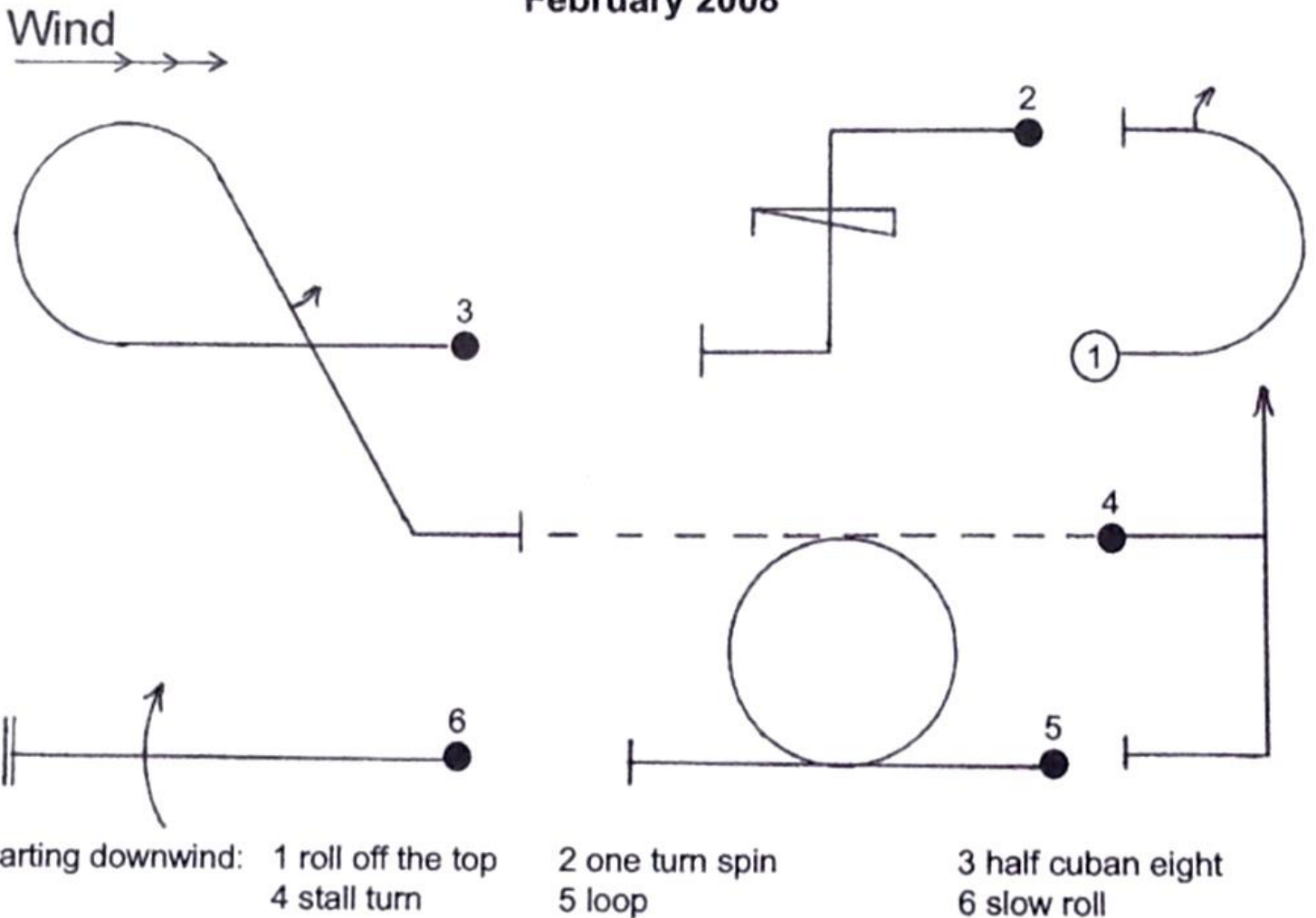
The winning photographs and script supplied may be used for the 'Tiger Rag' but remain the property of the creator.

Both of these Challenges are open to supporters of The Tiger Moth Club of New Zealand as well as members. One of the primary considerations for these challenges is to include those folk who faithfully attend Tiger Moth Club events but who have not participated in the flying. In this way it offers supporters and family of Club members an opportunity to achieve an award.

NOVICE AEROBATIC SEQUENCE 2019



Aerobatic routine for Taieri
February 2008



Starting downwind: 1 roll off the top
4 stall turn

2 one turn spin
5 loop

3 half cuban eight
6 slow roll

Bill Shaw BEF, DHA, RIP

Former President, Tiger Moth Club of New Zealand

I will attempt to sum up and do justice to the Gentle Giant, Bill Shaw.

After some years of owning ZK-BEF around the 1970s, Bill sold the aeroplane, thinking he could live without one—but that proved to be a big fat fib. He then bought DHA (restored by the well-known Fred Scobie) until having to sell it in the early 1990s.

My friendship with Bill blossomed and thus my love of Tiger Moths in 1984, on my return from some years in England. Although not an instructor, he guided me through the DH82A's idiosyncrasies in DHA and before long let me loose in the most generous and perhaps naïve (crazy) manner!

Looking back, I learnt so much by osmosis, sharing flying legs and damned well having to sort out any dodgy landings—he just wouldn't take over unless a smoking hole was imminent. I don't know how he did it, but I sure learnt! He figured things weren't difficult unless you were told they were, so looking back, my hair curls when I think of some of the conditions and places in which I landed! I will be ever grateful for the first couple of hundred hours Bill gave me.

As a newbie in the Tiger Moth Club I was nicely accepted as the only Tiger flying "girl" at the time—maybe flying the President's aircraft helped! I'm so pleased not to be the only one now, and grateful also to the ever friendliness of the other members.

Bill had a very relaxed manner about him, giving short but humorous addresses at AGMs. In those days John King was the powerhouse as Sec/Treas, including Organiser Extraordinaire of at least the 1990 North Cape to Bluff Sesquicentennial Rally. As I recollect at the moment from lands far, far away, 22 Tigers plus Gerald's Gipsy were involved—plus of course other types. Isn't that a nice thought?

Bill's heart of gold permeated across the board. For example, many of the local kids kept their ponies freely on his place at Te Awanga over the years. He loved seeing them out and about and enjoyed batches of scones and the odd cake that came his way as a result.

His farm was the seat of the local pony club when it came back to life, and he welcomed cruising young backpackers to camp by the stream (unlike the neighbours on the other side) or in the shearers' quarters if they were available, and he would quite often take them flying from his small farm strip. Each Christmas he loved to take old friends cuts of especially grazed and prepared home-killed hogget (much tastier than lamb, he'd say).

These are a few examples of his giving nature. A visit, armed with or without a bottle of wine to enjoy on the veranda in the late afternoon, was always considered a delight all round with great merriment ensuing.

Those were the bachelor days, so as things often change with marriage, we didn't see him much at club events afterwards, although he never lost interest. I think the Tiger Moth was the only type of aircraft he ever flew, along with Gerald's DH60M ZK-AEJ which he looked after in G's Swiss absence. I can't for the life of me remember how he wedged his 196cm (6ft 5in) into that confined, racing slim cockpit!

We more "mature" ones will always remember the lovely guy with great fondness. I think it was the right time for him to have held the reins and should have been proud of helping with the resurgence of the club in 1981. Switches off, throttle closed.

Jan Chisum

Alan William Shaw, Born 1938 , died 11th July 2021

My memories of Bill, collected for his funeral eulogy, reminded me that nearly everything we did together revolved around a drink at some point; sometimes earlier in the day than later too ...

I was instructing at Bridge Pa in 1972, teaching flying and discipline when I first met Bill close-up. Bill and his Tiger Moth mates used to just arrive at the airfield to have their Tiger Moths serviced at Airepair, Temple Martin's company—random, loose, no rules, no radio—what an intoxicating feast of stupidity to place before an easily led idiot such as I ...

Mentor to me and mentor to many, Bill became my vintage aeroplane guide, biplane guide and general hooligan: “learning by doing” from the Gentle Giant.

We flew many times together, he in either BEF or DHA and I normally in AEJ, although he flew AEJ a lot too while I was away. All of Bill's flying techniques were self-taught, low key in execution (emphasis on low), to the point after beating up his sister's orchard in BEF, stalling, crashing into that orchard, was able to say from the wreck's cockpit to his gathered family, “Good day. I just dropped in for a cuppa tea!”

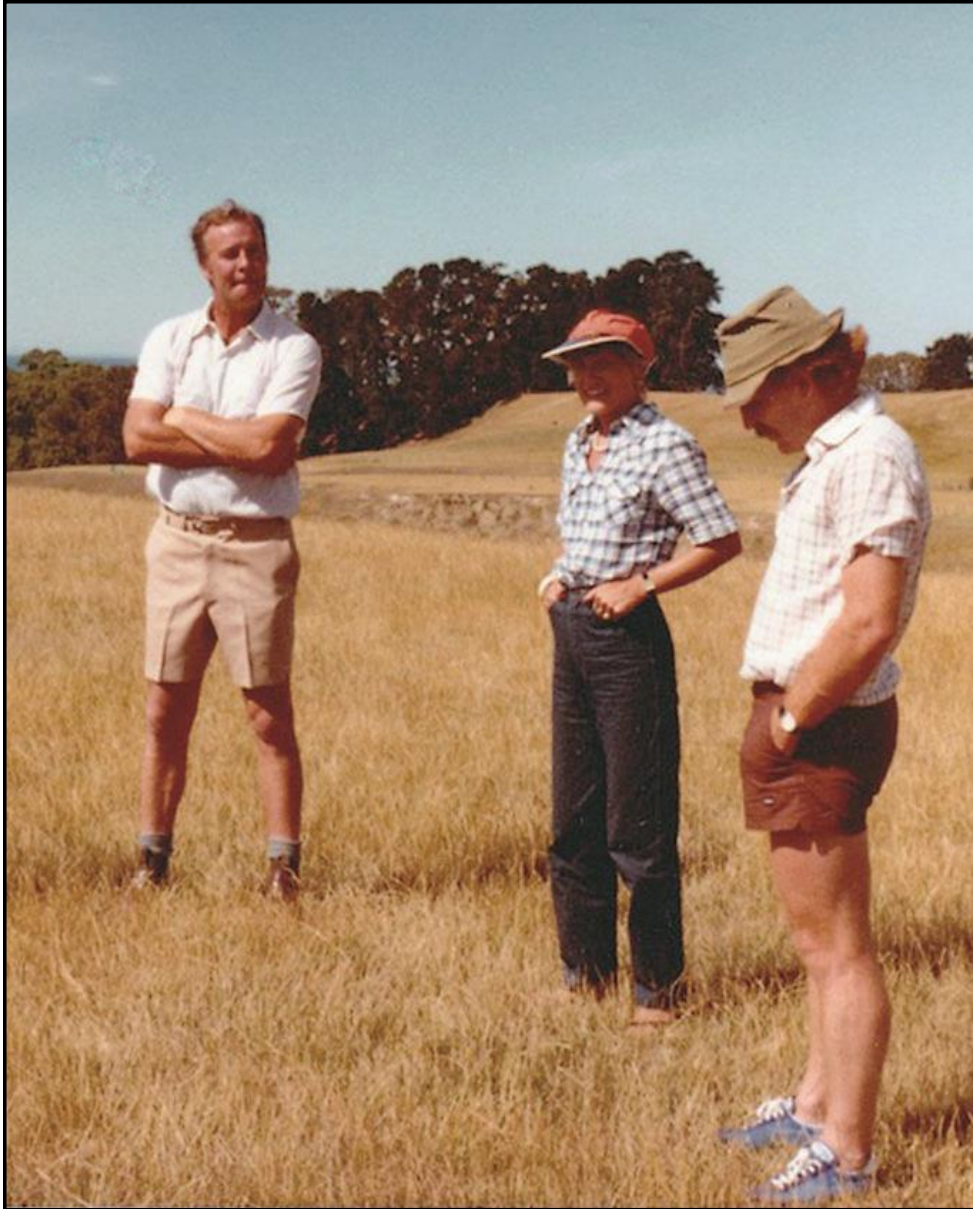
Bill was infectious in friendship, he was generous with his time and his machinery, able to assess the important item of the moment which usually involved opening something liquid afterwards.

What a good bugger. He is as irreplaceable as the wonderful times in which he flew.

Gerald Grocott

AWS Foxpine: February 1996 after I'd ground looped the Gipsy Moth off the strip at Foxpine, with Bill organising rescue attempt. (GG)





AWS, Rita, me: On Bill's strip at Te Awanga; maybe a telling off for me? No eye contact! (GG)

AWS under trampoline: Te Onepu, clearly after lunch! (GG)



Bill Shaw Bluff 1990: Bill rounds The Bluff as the southernmost point on the 1990 North Cape to Bluff Vintage Air Rally, an official sesquicentennial event. (JK)



Bill Shaw - A Memory

November 8 1986, and I'm towing gliders at Paraparaumu. Only I'm not. The cloud base is 300 feet, and gliders prefer it higher. They're not the only ones; the airfield is dead.

But then through the gloom materialises the distinctive sound of an approaching Gipsy Major. Out of the murk appears Bill in his Tiger Moth DHA with Alan Land in the front.

They've arrived for a 'vintage meeting' at Southwards car museum, just up the road.

'Running a bit late, viz not so good', says Bill, straight to the point. Would you mind filling her up, and while you're at it take her for a fly'. Their ride has been patiently waiting, and off they hurry.

I'd only met Bill briefly earlier in the year during a North Island Tiger Moth safari, when our group spent a memorable time overnighing at his home in Te Awanga. And now Bill's spontaneously invited me to fly his aeroplane.

I don't need a second invitation, and so am airborne as soon as the murk lifts a bit. In time

Bill and Alan arrive back at the airfield, and before departing Bill makes another offer.

'There's the South Island Tiger Safari coming up in January, you'd better take DHA'. I think this would be stretching goodwill a bit, so am non-committal, but a month later Bill phones me insisting, 'She needs a good run'. No third invitation was needed and what followed was

a terrific two weeks of flying, matched by brilliant company and the beginnings of lifelong friendships.

Bill's trust, generosity and genuine kindness was typical, and enabled a young enthusiast to deeper experience the wonderful world of old aeroplanes and those who inhabit it. As President, he established the Tiger Club spirit of 'service before self' which continues today.

Thank you Bill, I am forever grateful.

Martin Burdan

Tiger Moth Club Official Merchandise



Lightweight Denim Blue Shirt 2017 Safari
was \$75 now \$ 50.00



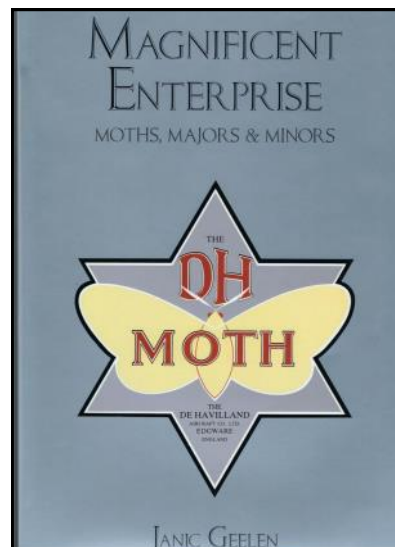
Round neck T-shirt
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Adult Blue polo was \$40 now \$ 25.00

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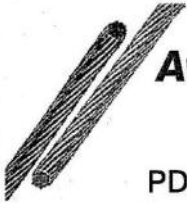
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TIGER RAG PUBLICATION DATES

October: post Taumarunui issue
December: Christmas Special
February as lead in for Masterton AGM

Wanted a Tiger Moth

Is there a Tiger Moth available for
purchase in New Zealand?

Contact Terry Palmer
Ph 0223006365.

Identify your engine—Gipsy Major

Holden made Gipsy Major engines
numbered from 1 to 1500
De Havilland made Gipsy Majors
numbered from 5001 to 5999 and 80000 upwards
De Havilland also made Gipsy Major 10 engines as fitted
to Chipmunks. This was an entirely new design having
very few parts in common with the Gipsy Major 1.
Serial numbers start at 10001

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Hubert Broad gets some final instructions from Harold Tiltman, later founder of Airspeed Ltd, before test flying the DH 71 Tiger Moth. This tiny aircraft, powered by the prototype DH Gipsy engine, set several speed records for its class.. The size of the chocks gives an impression of just how tiny this Tiger Moth was.,

Do not try this at Auckland, Wellington, Christchurch or Queenstown. But should you venture forth and come to Taumarunui you too can, like Jim Schmidt, take a well earned rest or watch the perfect loop. Your choice.

