

# TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

**MAY 2023**

**SOUTHERN SORTIE**



Photo Aaron Murphy

From the outset the Tiger Moth Club of New Zealand has tried to involve all its members by holding the AGM alternately in the North and then the South Island. This is to give members who are not keen on making a marathon flight to attend, the opportunity to participate at least once every two years. The organisers spend a considerable amount of time debating and then deciding on a suitable venue for the choice is limited to airfields that are both large enough to accommodate the event, have sufficient accommodation nearby, a local Aero Club willing to host the Club, and last but not least a location that allows the Club to hold their function “old school”. Such locations are few and far between these days. Thankfully Balclutha stepped in and thanks to the South Otago Aero Club members the AGM this year was all that the members of the Tiger Moth Club of New Zealand hoped it would be. Thank you Balclutha.

# Letter from your President

Hello Everybody.

As this is my first address to the Tiger Rag, I'm going to start with a big thank you to Janic Geelen for his ongoing work in putting the Tiger Rag out for us all. It's a key part of our club's culture. He's always on the lookout for material so if you have an idea or experience that we can all enjoy, please contact him with it.

As the temperatures are now dropping and the days shorten we begin to come to the end of another New Zealand summer and it's a good time to look back on this year's TMC flying activities. As Kiwis we treasure our freedom in the skies and are the envy of the world. We can operate our aircraft with a minimum of restricted airspace and a huge variation of scenic geography. Within short flying times, we can travel from rolling surf to snow capped mountains, bush clad valleys or desert like conditions, and while the principles of flight are universal, the sensations of flight through those places in a vintage aircraft, especially open cockpit, are quite unique. The Taumaranui fly-in in the spring always kicks off our season of gatherings and this year we were blessed with great weather and a turnout of members to match. It set the scene for the summer flying season and our members have been extremely active this year with some notable stories and photos appearing in aviation publications. It's always uplifting to pick through the pages at some time after the covered event. The club has always had a very good relationship with the media and they do a great job of keeping our story of vintage aviation to the fore. One story that really struck a chord with me was of the return to the sky of the barn-find BFS. Previous owner, the late John Mathewson was a friend of mine and he would be so pleased to see her end up in such good hands as Lucy Newell and Bevan Dewes. It's a real Tiger Moth tale of how they survive through the generations of pilots and keep flying by being perpetually rejuvenated.

The AGM fly-in and its pilgrimage is always well supported and this year was another great success at Balclutha where we were hosted so very well by the locals of the South Otago Aero Club. Like most aero clubs in New Zealand, they started up with a Tiger Moth. ZK BLI in their case. I pass my thanks and congratulations to Amanda for her tireless effort and enthusiasm in organising the fantastic Tiki Tour flight to and from Balclutha through the spectacular deep south. Pete McVinnie covers the trip elsewhere in this Tiger Rag.

As you can see, at the AGM I was elected club President. My first thoughts are to thank Keith for his time in the role. Keith did a great job and brought different qualities to our committee and carried out his duties with an enviable personal style. We very much appreciate his time and especially as he made himself available when we really needed someone to step forward. I'm very pleased to say that he is continuing with us as vice-president. I also want to thank all the other elected club executives and committee members who are listed elsewhere by Janic and we look forward to another rewarding year. Welcome to Darren Luff, a new committee member but an old hand when it comes to participating in club activities and organised flying trips.

The club is in good heart and has a sound financial footing which has been generated over a long time by various fund raising activities. We continue to examine ways of helping members and future members of the club and also aim to help wherever we can to keep our vintage types airworthy through supporting owners with information. I want to make special mention in this regard to the UK based De Havilland Support. They are the last bastion of recognised support for several vintage types and do an outstanding job of keeping our support systems alive. Their efforts are huge and are accomplished with only a few key people. I urge you all, owners or enthusiasts, to give any financial support you can to DHS to assist their outstanding commitment to vintage aviation.

Our website is being overhauled and you will see ongoing changes to its format so please keep using it and let us know if there are opportunities to get more out of it. All the best to all members. I look forward to catching up with a great many of you at some of our very enjoyable club outings.

John Baynes.

## Tiger Camp 2023

Sunday 26 February: Masterton to Omaka then on to Kaikoura (that was the plan)

As the worst summer on memory at Whitianga came to an end, we were looking ahead at the forecasts hoping for the usual great weather the annual Tiger Camp delivers for its Annual General Meeting and Competitions, this year to be held at Balclutha over the first weekend of March. Amanda Rutland had again planned an exciting itinerary before and after the weekend gathering. We were doubly excited to be attending, as this year we would no longer be “Camp Followers” in our Glastar, but participating for the first time in our 1939 Tiger Moth ZK-BFF “Foxy Lady”.



Our newly acquired ‘Foxy Lady’

We had purchased this beautifully restored aircraft last November from John Pheasant. Phez had decided it was time to let her go into new ownership (he had flown over 800 hours in her!), as his amazing Jackaroo ZK-PHZ was nearly airworthy, with new wings almost finished. How lucky we are to have secured such a lovely example of the DH82A.

Our plan was to set off Saturday 25 FEB, staying in Paraparaumu to link up with other Tigers from the North and Amanda in AON on Sunday. Alas the Weather Gods were not playing the game, so we cancelled our departure. Tigers BEC and ATM made it as far as Taumarunui, but bad weather precluded further progress. Sunday presented fine weather with tail winds, and we headed off early morning to Taumarunui, topped up with fuel and headed to Wanganui where BEC and ATM were waiting.

President Keith Skilling left Whitianga with us in his lovely Waco, and stopped in Te Kuiti for Avgas before also stopping at Wanganui. Darren Luff provided us the Mogas we needed, and he and Christine were ready to go in BEF via Paraparaumu to meet up with Amanda with Jeanette Lei in the front, before crossing the Straits to Omaka.



Alan Butler in BEC led Alan Coubray in ATM and us in BFF across the Strait. AON and BEF arrived shortly after, followed by Lucy with her father in BFS sporting a lovely Union Jack tail. This restoration is a credit to Lucy and Bevan for having got BFS airworthy and repainted after such a long time in storage.



Lucy's lovely restoration of BFS

There was a meeting of the minds, and the planned sector to Kaikoura where we had planned to overnight was cancelled, due severe thunderstorm activity along the Kaikoura coast. The Tantrum's came to the party with hangarage and fuel for all the Tigers, food for a hastily prepared and excellent BBQ at the Aeroclub, and transport. We felt happy to call a halt to the flying, as for us it had already been 4hr 45min Tiger flying that day!

Monday 27 February: Kaikoura - Forest Field - Lake Heron - Omarama - **Wanaka**

Monday was an early start, with a beautiful fine Marlborough morning. The plan was to get all the way to Wanaka, and get the Camp back on schedule. Graham Holley joined us in Omaka based BER, and thus we headed off for a refueling stop at Kaikoura. Clouds were covering the ranges to the East of Omaka, requiring us to go via Cape Campbell, then down a misty drizzle low cloud covered coast to Kaikoura. Fortunately the weather improved as we approached the Kaikoura township and peninsula, and after refueling it was on to Forrest Field.



Refueling plane and body at Forrest Field

Lionel Green greeted us with fuel, and a splendid morning tea in his hangar. Unfortunately his Tiger SSA was undergoing maintenance, and he would not be joining us. We then split into two groups to head to Omarama where fuel was unavailable – one group without long range tanks to go via Rangitata Island, whilst we went nonstop, via Fairlie and the Burkes Pass. Crossing into Mackenzie Country, the skies cleared and the temperature warmed at last. It had been overcast, cold and damp down the Kaikoura Coast and across the Canterbury Plains. At last summer had arrived for us deprived Coromandel Peninsula dwellers!







A selection of photos taken by Aaron Murphy in and around Forrest Field, Canterbury





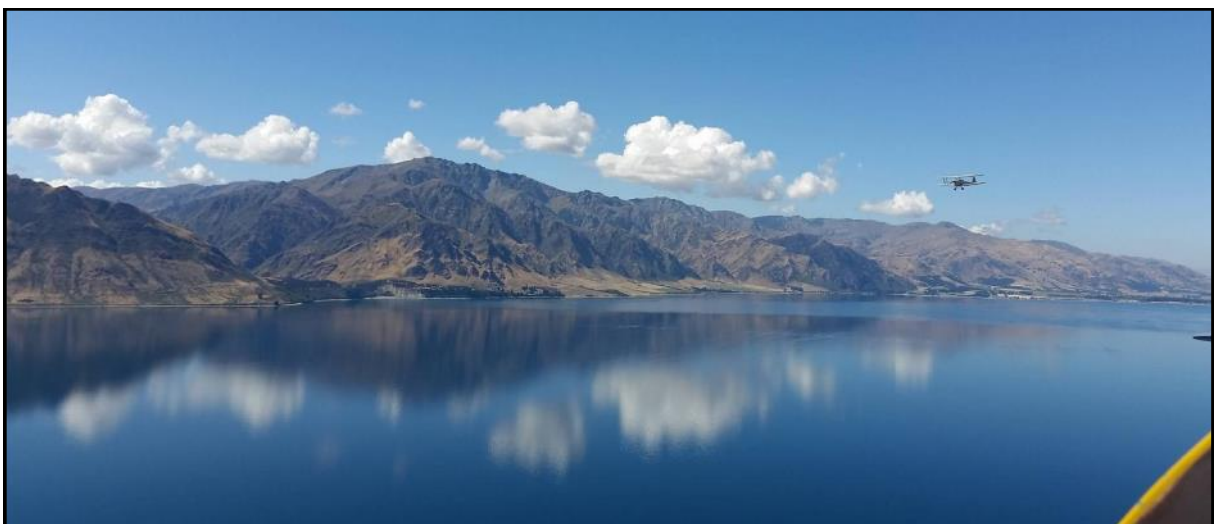
The final leg of a long day was over the Lindis Pass to Wanaka. Callum of Twenty 24 provided hangar space for some of us, and Bevan Dewes was there to greet us and proudly show us his immaculate nearly airworthy Harvard restoration. It had been another long day of Tiger flying, logging 5hrs 40min. John and Penny Baynes kindly hosted us to a superb BBQ at their lovely Wanaka holiday home. Club Captain Woodsie, who had travelled with Rex in his Glastar, had stocked the chilly bins with much needed liquid refreshments, and an excellent night was had.

**Tuesday 28 February: Wanaka - Nokomai - Garston - Mossburn**

Another beautiful Central Otago summers day greeted us on Tuesday, and Amanda had planned an awesome route to our overnight destination, Mossburn. We set off up Lake Hawea, across The Neck landing at Minaret Station on the Lake Wanaka shore. The seven Tigers that departed Omaka the previous day were joined by John in BAH, Bevan in BAA and John Lamont in Wanaka based red CYC. It was a great sight seeing 10 Tigers parked beside this lovely airstrip.

Ngāi Tahu owned Greenstone Station on the shore of Lake Wakatipu was the next stop. BUO returned to Wanaka, with the remaining 9 Tigers and the camp followers proceeding down the Western shore of Lake Wanaka, then climbing up the Matukituki River past Mount Aspiring Homestead to cross the 5,000 foot Cascade Saddle. After passing the Dart Glacier we descended into the Dart River to Kinloch, proceeding down the Western shore of Lake Wakatipu to land on the airstrip. Donna visited the Greenstone Lodge, which was rustic and well presented, and is available to rent.

We departed and followed the Greenstone River before turning South down the Mararoa River, flying over the Mavora Lakes, then over Te Anau to land at Te Anau/Manapouri for another fuel stop. It was then onto Mossburn, landing at Airspread South's lovely airstrip that borders Mossburn, and importantly walking distance to the Railway Hotel where after another 4 hours flying we were to stay two nights





Dart River heading to Kinloch



Dart Glacier



John took up the challenge!

Wednesday 1 March: Day trip around western Southland.

Wednesday 1st of March and first day of autumn was beautifully fine, with light winds. We were awoken to the sound of a Gypsy engine outside our motel rooms, and there was John and BAH basking in sunshine outside the Railway Hotel! Tom the publican had put down a challenge the previous evening, whilst we were enjoying his great hospitality, to park the Tigers in front of the Hotel! Farmer John, never one to let a chance go by, taxied his tailwheel equipped BAH to the parking lot outside the front entrance, much to Tom's delight, and affording us a great photo op, with many a laugh. [I can see that the spirit of Bill Hewett and Ron Bush remains strong in Southland (Ed)]





We had decided with nearly 15 hours Tiger flying over the past 3 days, to have a rest day with BFF. The remainder by all accounts had a great day touring the Southland and Riverton area, before returning to Mossburn. The local school, with every pupil and teacher, had arrived at the airfield to see the aircraft depart, then Keith and I gave them a talk about the history and construction of these vintage machines. It was lovely talking with these attentive young students and parents, and after my parting question of “how many of you would like to be pilots”? Many hands shot up, and my response was “learn your maths”! This closing comment received an appreciative thumbs up from the teachers!



Outdoor education doesn't get much better than this (Mossburn)

Thursday 2 March: Day trip around central Southland. Mossburn/Te Anau - **Gore**

Thursday again was fine weather, but much stronger winds were forecast. The plan was to go to Kingston, Nokomai, Mandeville for lunch, ending the day at Gore. With concerns about the westerly winds, we decided to proceed straight to Mandeville and await the rest of the group to arrive. Those that went to Kingston and Nokomai reported winds were no issue, but on arrival at Mandeville in gusty 25 – 30 knot westerlies, a call was made to tie the aircraft down for the night, and proceed by road to our Gore accommodation.

Nine Tigers tied down at Mossburn





Friday 3 March: Gore - Waikawa - Catlins - **Balclutha**

Friday was much calmer, and we returned to Mandeville, then made the short flight to Gore for fuel. The planned route was to round Waipapa and Slope Points, the most Southern South Island headlands, with a stop at a one-way top-dressing strip at Waikawa Harbour. On arriving at the strip, the westerly wind had increased, and the decision was made not to land with a tail-wind, but to proceed straight on to Balclutha. The trip up the Catlins coast is very picturesque, passing Nugget Point and Kaka Point, before proceeding up the Clutha River to Balclutha.



We got a great view of Nugget Point Lighthouse

The South Otago Aero Club gave us a great welcome. Eight Tiger Moths attended (AON, ATM, BAA, BEC, BEF, BER, BFS, BFF), along with Jan and Jerry's priceless DH60 Gypsy Moth ADT, for which they found hangar space. Wayne and Wendy Tantrum added to the camp follower fleet, arriving in their Piper EQQ, and Wendy with 'school-mam' efficiency set about organizing the following day competitions. If you weren't registered by 0900 Saturday, you would be unable to compete! The Aero Club turned on a great afternoon tea, and an excellent evening spit roast BBQ.

Balclutha: Let the Competitions begin



Saturday 4 March: **Balclutha**

Saturday was competitions day, with the briefing held promptly at 0900, and flying starting shortly afterwards. Conditions were great, with partly cloudy skies and light winds. Bombing, spot landing, perfect loop, aerobatics, non instrument circuit and air race were all competed for. Wendy did a fantastic organizational job. John Baynes did a great job with ground support and fuel. The Aero Club again excelled with an excellent burgers BBQ lunch. It was a fun day, and well received by a good turnout of locals who enjoyed seeing these vintage fliers taking to the air. The evening dinner and prize giving was held at the Rosebank Lodge, and well attended. Food was excellent, and President Keith did an excellent job with the trophy presentation. Ace provided the “Jim Joke” to much laughter.

Sunday 5 March: **Balclutha - Ranfurly - Pukaki**

Sunday was AGM and departure day. President Keith presided over his last meeting, which he promptly and efficiently started bang on time. As it came to election of Officers, Keith was thanked for his great service during his tenure as President, and handed over to incoming President John Baynes, who was elected unopposed, with Keith becoming Vice-President. The Club will be in good hands under their and the incoming Committee stewardship.

It was time to thank and say farewell to the South Otago Aero Club, who had provided us with excellent facilities for the weekend. The planned route to Pukaki via Ranfurly was changed due inclement weather in the mountains, so those heading northbound flew up the coast, over Dunedin and down the Harbour past Port Chalmers to Oamaru. We were greeted by a large group of Asian trainee pilots, who were very interested to see such old bi-planes. A group caused me much laughter when they expressed surprise at the instruments in BFF being analogue, and asking if the Gosport Tube was an oxygen mask! Oamaru has a 95 Mogas pump on the airfield, which is very convenient for those not able to use Avgas.

We then went up the Waitaki Valley, crossing the hydro dams of Lakes Waitaki, Aviemore and Benmore, landing at Pukaki, and staying at Twizel. We were five Tiger Moths, Amanda and Jeanette in AON, Alan and Ace in BEC, Darren and Christine in BEF, Graham in BER and us in BFF. We were joined by Keith and Bobbie in C180 AMK, Wayne and Wendy in Piper EQQ and Willie and Lorraine in their new easy to spot red Aeroprakt VLW.

Pukaki with fresh snow to 3,000ft!





Monday 6 March: Pukaki - Rangitata Island - Fernside Fields - **Hanmer Springs**

Monday weather had turned cold with overnight rain and snow down to 3,000 feet! Very light wind was forecast aloft, and skies were clearing to the West, so Amanda plotted another great route into the Alps with destination Lake Heron Station. It was 6°C on the ground at Pukaki, so we were well wrapped up, as we would have to climb to 7,000 feet on the planned route, where it would be about minus five!



The route was amazing and spectacular, as the clouds cleared once we were at the head of Lake Tekapo, with BFF working hard to make altitude. We tracked up the Godley and Macaulay Rivers, climbing all the way to cross the 6,500 foot pass into the Havelock River where we were able to descend into much needed warmer air, then on to Lake Heron Station via the Rangitata River and Lake Clearwater.



Lake Heron Station

With plenty of fuel in BFF, we made the decision to follow the route through the Alps to Hanmer plotted by Wayne for EQQ, rather than going down the Rangitata with the rest to refuel at Russel Brodie's airfield, and go on to Hanmer via Fernside Fields. We departed Lake Heron on our own, crossed the Rakaia River headwaters, passed Lake Coleridge and followed the Harper River, having to climb to 6,000 feet to cross the pass at the head of the valley, where it was very cold. It was here EQQ passed us with the comment "I had to take my shirt off, as it's so hot"! We descended into warmer air over Lake Grasmere, crossing Arthur's Pass, and down the Waimakariri, then turned up the Poulter River, over the Worsley and Harper Passes, over Lake Sumner then joined the Hope River following the Lewis Pass to Hanmer. Being the only Tiger Moth flying this spectacular route left one feeling like a true pioneer! Photos taken do not do justice to the majesty of mountain flying in the spectacular Southern Alps. How lucky we were to have such perfect flying conditions to be able to experience such amazing scenery and aviation. We were well rested by the time the others arrived at Hanmer, where we stayed the night.



Crossing Harper Pass at 6000ft



BFF on the way to Hanmer



I'm so happy you liked it!

Tuesday 7 March: Hanmer Springs - Omaka - Wanganui

Next day we again had a great forecast, and set off to Omaka via the Molesworth, a journey I had always wanted to do, but the weather had never been suitable. The valley is very scenic and spacious, with the main power transmission lines feeding power from the Waitaki to the North Island following the valley. Molesworth Station is Crown Land administered by DOC, and is New Zealand's largest at 440,000 acres, and the highest inhabited in New Zealand at 2900 feet above sea level. The scenery North of the station becomes very lunar like. Instead of following the Awatere River and arriving via Taylor Pass, we turned West at the Awatere Bridge and crossed the ridge to join the Waihopai river, and descended into the Transit lane hugging the hills to join Omaka. An amazing enjoyable scenic way to head North in calm air. After refuelling and lunch, we said farewell to Tantrums and Graham, and headed North over the Straits. Amanda left us at Paraparaumu, and we continued on to Wanganui. Alan and Ace decided to head on to Ardmore, and reported a nice tailwind getting home in 2 hours 20 minutes – nice going. BER was home. We decided, along with Keith and Bobbie, to stay the night in Wanganui,

Wednesday 08 March. Wanganui - Taumarunui - home

Keith went direct, whilst we stopped into Taumarunui, arriving home at 1430. We flew 1965nm in 31 hours over the 11 day safari. BFF performed faultlessly. The Tiger Camps are an amazing adventure, with such a diverse group of people, readily offering advice and making for interesting companionship. A special thanks to Amanda for her enthusiasm and organisational skills. Many thanks to Darren, Alan and Wayne for assisting refuelling BFF. Their help was invaluable. Woodsie is a wealth of knowledge, and thanks for fixing our minor rocker cover oil leak. It was great having Eric bring fuel at Taumarunui. Tiger Moth flying is challenging but fun. It is wonderful flying together in a close gaggle, but tiring with the extra vigilance required maintaining positional awareness. In some of the terrain we encountered, the various colour schemes meld into the background, making the aircraft hard to see. In my opinion, the best livery for ease of spotting is that of BEC. The yellow stripes on silver are a real standout against most backgrounds. And a great cheer to Donna for overcoming her apprehension about Tiger Moth flying. She said it was terrifying at times, but loved it and wouldn't have missed it. We will do it again.





Lucy Newall and Tiger Moth ZK-BFS

Miss Newall said the plane had languished at Kokonga for about 25 years before she discovered it and returned it to airworthy condition. She now planned to use it for commercial pleasure flights in the Wairarapa.

“People tend to fall in love with Tiger Moths”, Miss Newall said, “They’re a romantic aircraft to fly. It’s old-fashioned, authentic flying, with the wind in your face, exposed to the elements and everything you do in a Tiger Moth takes time, in a good way. It’s all about the journey.”

Easy to see “BEE EEE SEE!”







The Team at Hanmer

Thanks Amanda for the organising





# IN MEMORIAM

## Peter Beer

January 29 1928 – April 10, 2023

As you may be aware long time Tiger Moth Club of NZ member Peter Beer left us last month. Peter, a highly respected Aviator and Businessman with 2700 odd hours to his credit received his PPL on 4 October 1974 at the tender age of forty six, a late starter by today's standards but, as I remember growing up he had a family of four children and numerous businesses that would not have given much time to even dream about flying.

My own first flight in a small plane was actually around that time and with Peter who, as usual, took little convincing it was a good day to go flying. We had arrived from the Hawkes Bay for a concert as I remember and, Peter had taken some of us for a scenic around Auckland and the Islands which certainly gave me the flying bug.

He was always very keen to be airborne with excursions anywhere between North Cape and Bluff, and on more occasions than he could remember. I'm told the number of trips made to Great Barrier Island ferrying friends or supplies he could have started his own airline.

Peter was, in the earlier years, also heavily involved in both the Auckland Aero Club and NZ Warbirds Association, being the Secretary for the latter for many years. One of the highlights of Peter's logbook is the landing on the Orange dot at EAA Oshkosh which he did in a hired aircraft with a couple of other Kiwis. He said it was a "must do" for him but, certainly needed more than one person in the plane.

Over the years, Peter flew and had many forms of ownership in aircraft. Ones I recall are Tiger Moth BRM, Chipmunk UAS, Auster AKJ, Tecnam PAB and Foxbat LFG with Jon Farmer. Peter and Jon were regulars in the later years to Taumarunui in the Foxbat.

Just after his 92<sup>nd</sup> birthday I was pleased to have been able to pay back that flight from the 70s and Peter took Stearman18 for a fly. I'm told he hadn't lost any of his skills. They did aeros, formation and some very tidy circuits. He hopped out with a very big smile with the memories of the open cockpit of BRM. It was a very rewarding day.

Tail Winds Uncle Peter



**Alexandra February 2000: Peter Beer discusses navigation with Tricia Neville, from England, for the final leg from Alexandra of the North Cape to Bluff Vintage Rally, while his ZK-BRM co-pilot Greg Bryham finds true vocation as a paperweight.**

# UP AND COMING EVENTS

## 2023

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

**October 2023** Annual Tiger Club Fly-In Taumarunui (more details later)

**29-31 March 2024 Wanaka**

For more details check the official website @ <http://www.warbirdsoverwanaka.com>



As many will be aware, on the last leg of the trip to Balclutha I crashed my beloved BAH. The only thing I can say is that good fortune was on our side that day and I am still able to undertake the rebuild process. As you can imagine, over the weekend of festivities I was not feeling too pleased about things and knew that after 33 years of enjoying the privilege of owning and flying BAH that I was in for a long period of soul searching and readjustment. I knew that would hurt me more than the crash did (fortunately) but I also knew that I had a strong group of friends in the Tiger Moth Club who would help me deal with the scenario. This was very evident straight away but I was surprised and humbled a week later by a phone call from Lucy saying she had something for me from the Tiger Moth Club to buck me up. As chance would have it, that afternoon I was on Hwy 1 passing Rangitata Island enroute to assess some parts for the rebuild when a Tiger Moth, a Gypsy Moth and a Harvard flew overhead and landed at NZRI so naturally I popped in there too. Lucy in the Tiger immediately dove into the locker and produced a beautiful photo framed in old mossy fence batten wood of BAH in the early morning sunshine taken outside our Tiger Camp's Mossburn base, the old Railway Hotel. Unknown to me, before Penny and I arrived at the AGM Dinner, a whip round was held to fund the awesome gift. I am truly humbled and appreciative of the kindness and thoughtfulness of that action. Please accept my thanks for this and be assured that it will lead my drive to get BAH back in the air where she belongs. This will be her fifth rebuild and appropriately is happening at Phoenix Aviation Maintenance. Thank you all very much.

All the Best,

John.



## List of Trophies presented at Balclutha AGM

Trophy Name	Presented For	Presented to
Simon Spencer-Bower Cup	Tiger Moth aerobatics	Bevan
Stan White Memorial Cup	Perfect loop	Darren
Temple Martin Memorial Cup	Most original Tiger Moth	ZK-BEC
Dudley Payne Cup	Most magnificent Moth.	ZK-ATM
Ross Duncan Memorial Cup	Committee decision.	
Murray Neich Memorial Trophy	Youngest competing member.	Lucy
John Crosbie Trophy	Most interesting flight to fly-in	Alan & Ace
E. J. Schaeffer Trophy	Non instrument circuit.	Bevan
John Mackie Memorial Trophy	Spot landing.	Ace
Brodie Trophy	Air Race/Time Trial.	Jerry in ADT
J. & A. C. Lawson Trophy	Non Tiger Moth Aerobatics.	
Pine Park Trophy	Longest flight in open cockpit.	Ace
Loretta McGarry Rose Bowl	Best vintage aeroplane non-Moth	ZK-ADT Jan
E. F. Harvie Memorial Mug	Most helpful member.	
Noya Smith Tankard	Bombing.	Bevan
Tony McDonald	Novice Aerobatics	
Scott Greaves Memorial Trophy	Best return to service.	Lucy with ZK-BFS
Ray Deerness Challenges	Written article/story and photographs	Neville Worsley

### Bombing & spot landing score

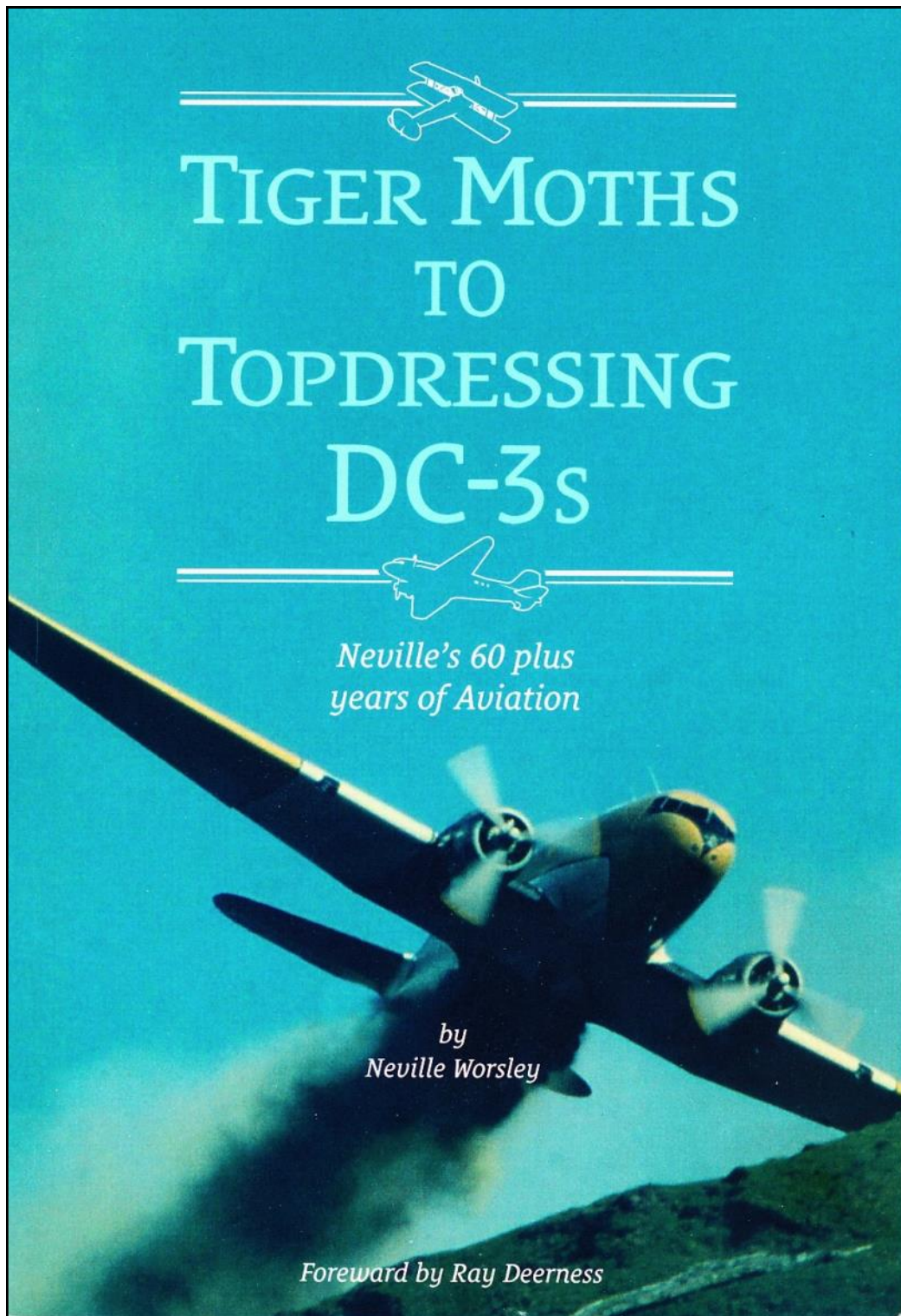
		Bombing		Spot landing		av	
AON	Amanda	25	32	W	24		
BAA	Bevan	12	5	1st	6	12	9
BEC	Alan B	31	15	2 <sup>nd</sup> =	25	4	14.5
BEF	Darren	29	26		2	12	7
ADT	Jan	70	15	2 <sup>nd</sup> =	12	10	11
BEF	Pete	45	45	long	long		
BER	Graham H	23	31	40	16		28
FXC	Bob	34	16	16	long		
BEC	Ace	lost!	25	5	7		6
BFS	Lucy	19	32	44	long		1st
VLW	Willie	11	27	30	-		
ADT	Jerry	16	17	19	-		
Pairs							
ATM	Alan C	71	70	8	15		11.5
ATM	Allan K	low	low	21	8		14
BER	Wendy	-	-				
BER	Wayne	-	-				
CAE	Bill	-	-				
CAE	M U	-	-				



Photo Janic Geelen Hamilton 20 Feb 1966

Built by Morris Motors Ltd, Cowley  
 T5853 17 Jul 1940 RAF 33 MU, Lyneham 130HP 4-cyl DH Gipsy Major prepared for RAF service  
 20 Sep 1940 RAF 2 EFTS, Yatesbury  
 31 Dec 1941 RAF 6 Flying Instructors School, Staverton  
 18 Apr 1942 RAF 6 Flying Instructors School, Worcester  
 25 Jul 1942 RAF 2 EFTS, Worcester (op by The Bristol Aeroplane Co.Ltd)  
 9 Jul 1945 RAF 2 EFTS, Yatesbury (op by The Bristol Aeroplane Co.Ltd)  
 25 Sep 1947 RAF 1 Flying Training School, Spitalgate  
 29 Jan 1948 RAF 3 Flying Training School, Feltwell  
 15 Feb 1949 RAF 9 MU, Cosford storage/sold  
 6 May 1949 J. G. Price  
 G-ALZA 19 Jan 1953 Jim M. McMahon, c/- Herts & Essex Aero Club, Broxbourne cancl 19 Aug 1953  
 Exported to New Zealand Shipped  
 ZK-BAH 27 May 1952 R. G. Toulson, Horotiu (£450)  
 11 Dec 1952 Adastra Ltd, Tauranga NZ cofa issued 22 Feb 1953  
 flown on topdressing by R.Garry Toulson founder of Adastra 1953  
 flown on topdressing by W. M. Sanderson Jan 54 to Nov 1954  
 Water in fuel cause power loss & force landed at Ngaruawahia 20 Jul 1954  
 flown on topdressing by A. H. Blechynden Jul 1954 to Jan 1955  
 flown on topdressing by R. Garry Toulson Sep 1955 til Oct 1955  
 21 Dec 1956 Tom H. Worsp, Ngongotaha (used to topdress his own farm from 12 Feb 1957)  
 crashed at Tauranga 28 Jan 1958  
 Ran into fence during take-off at Ngongotaha 20 Dec 60  
 flown on topdressing by Tom Worsp til around 1962 stored on his farm  
 9 May 1964 David N. Phillipotts, Hamilton (conv to 2-seater)  
 23 May 1965 P. I Hewitt, Auckland  
 19 Dec 1966 K. E. Silverwood, Te Horo  
 crashed into hill in Mangaone Valley, near Te Horo 21 Feb 1967 cancl 2 Mar 1967  
 2 Mar 1967 Dudley J. Payne, Napier "as is"  
 10 Dec 1986 M. J. Miers, Reporoa  
 19 Mar 1990 John C. Baynes, Gore





Neville Worsley has written an interesting account of his life flying all manner of aircraft many of them unusual. The bulk of the book is about his days as a topdressing pilot starting with a Piper Super Cub and later flying de Havilland Beavers and the mighty DC-3. It starts with his training on Tiger Moths and gives a particularly clear picture of just what it was like to be a topdressing pilot. Living in small towns, never sure whether it would be a stay at home day or a day practically glued to the controls from dawn to dusk. Yes there were plenty of adventures and they are described in this 220 page book. This is a most enjoyable book to read and backed up with lots of photos covering an era now sadly passed.

For a copy of this book e-mail Neville at [dh822dc3@gmail.com](mailto:dh822dc3@gmail.com) or call his cell phone 02102395922. The price of the book is \$70.00 plus postage which works out about \$7.50 Rural delivery is extra .

Better still why not buy your copy direct from Neville at the Taumarunui Fly-in. That way you can meet the author, if you haven't already done so, get him to autograph your copy, and save on postage.

## Tiger Moth Club Official Merchandise



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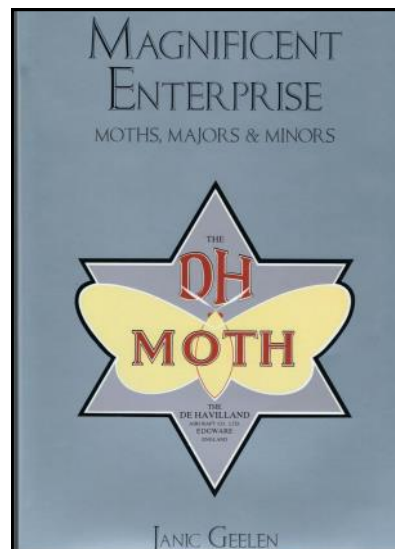
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## TIGER RAG PUBLICATION DATES

The Tiger Rag is your magazine so if you have any ideas or suggestions regarding what you would like to see included, please contact the editor:  
e-mail: [janic\\_g@yahoo.com](mailto:janic_g@yahoo.com)

10 Oct 2023 Taumarunui info

Nov 2023 all about Taumarunui



## FOR SALE

A very fine, small, oil-on-board painting, by Ron Fulstow, of a Tiger Moth over-flying Mount Aspiring. The painting is professionally framed to a proper conservation standard and glass covered.

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While the Cuban 8 is an often seen aerobatic routine at air shows, the Guatemala 9 is rarely seen owing to the usual less than ideal outcome of the manoeuvre. A spokesman for civil aviation refused to add further comment other than to say that they wished to discourage any pilot from being so reckless as to attempt the Guatemala 9 on grounds of their own survival. However there was nothing in the regulations to prevent any pilot from attempting the manoeuvre but they wished him luck regarding the outcome!.

PS: No human was seriously injured in the incident depicted