

TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

OCTOBER 2023

WEATHER WON TAUMARUNUI 0



The timely e-mail from President John Baynes was the most sensible item to arrive in the days before the Tiger Moth Club Taumarunui Fly-in. On the one hand the words of former President Jim Lawson “We never cancel” gave members a ray of hope that the event could still take place but for most members, one look outside and the prospect of getting to and coming home from Taumarunui stood firmly in the way. Aotearoa was one long low cloud and if that wasn’t bad enough every part of New Zealand was battered by gale force wind gusts at some or most of the days from Thursday til Monday. Taumarunui wasn’t the problem. It was getting there and battling the weather to get home. John Baynes, Jim Lawson, and a few other members did make it to Taumarunui by car where they made the most of the situation. The majority of members and all of their aircraft stayed where they were. Home. Common sense prevailed. For once the weather had won. Was this a victory for climate change and a forecast of the future? Only time will tell but one must not forget that the 2023 Fly-in was on a weekend dated much earlier in October than other years. What a difference a week makes during October. Even the most hardy of members, who had gathered at Omaka, were unable to make it. These and all the Tiger Moth Club members decided that safety had to take precedence over enthusiasm. As many have said: “After rain comes sunshine”. There will be another Taumarunui Fly-in. Yes in October 2024. See you there.

Hi Everyone,

It would be nice to be writing a report about a lively action packed Taumarunui spring fly in with dozens of aircraft flying exciting sorties overhead and hundreds of people watching from the manicured grass below. Alas, the weather this year had other plans for almost the whole country and although the little airfield valley was mostly pleasant throughout the weekend, everywhere beyond its hills was rubbish. Apart from a brief visit from George Thompson and friends in his C180 before hastily retreating to Te Kuiti, no other aircraft engine was heard during the four days. Our planned formation training day didn't happen but we thank all who were to be involved and look forward to rescheduling. About a dozen or fifteen members drove in including our stalwart past president Jim Lawson and we were able to enjoy a lot of rewarding conversations. Included was an impromptu presentation from Ian Ashley covering his distinguished career from his early aviation days through to captaining the Queen of the Skies 747. To be honest, time seemed to go quite quickly although there was no flying whatsoever. There was no stressing about the weather either. It had won this one hands down and there was no need for constant updates as everyone intending to come had cancelled.

Our Golf Club venue Dinner was cancelled in favour of more intimate restaurant dining as the rain set in and we had no need to worry or ponder over getting home nor tomorrow's forecast. An unexpected bonus was that we were able to watch the All Blacks play Ireland live on Sunday morning instead of packing and refueling aircraft. I don't know if there has ever been a Tiger Moth Club fly in at Taumarunui before that nobody could get to, so hopefully we've ticked that box and we can look forward to next year being a cracker. On my road trip, I could see from the rental car that no aircraft had a chance of getting safely to or from the King Country. The land based perspective is always a chance to ponder the aviation choices and decisions that we make in the air and I enjoyed reliving previous trips and routes that look so different from ground level. However, like all of us, I'm hoping for blue skies next year.

Best Regards to All,

John.



UP AND COMING EVENTS

2023

**24-26 November 2023 Masterton
Wings over Wairarapa**

2024

15-17 March 2024 Tiger Moth Club AGM/Fly-in at Taupo Gliding Club Centennial Airfield

The event is being hosted by the Taupo Gliding Club. For those arriving on Friday, the Gliding Club will be providing a BBQ dinner at their clubrooms from 7pm. The cost is \$30.00 per head. Beverage of your choice will also be available for purchase.

The flying competitions will be held Saturday, and commence with a briefing at 0900hrs at the Clubrooms. Pilots wishing to participate in the competitions must attend the briefing.

Lunch will be available for purchase at the Gliding Club during the day.

The Club's Annual dinner and competition prize giving will be held in the Tongariro Room at the Taupo Cosmopolitan Club, 5 Taniwha St., Taupo, on Saturday evening from 6pm. The cost of the dinner will be included in the registration fee. Dinner will be served at 7.30 pm.

The Annual General Meeting of the Club will be held at the Taupo Gliding Club commencing at 10 am on Sunday March 17th. An agenda for the meeting will be published nearer the date.

Centennial Park is a large grass airfield and is published in the AIP. It is leased by the Taupo Gliding Club, who require an agreement for use, before landing at the field. Those proposing to attend the fly-in are asked to fill in the agreement form and forward it to the Gliding Club prior to the event. Annotate on the form that you are attending the Tiger Moth Club Fly-in. Those who have previously used the field, and filled in the form, need not do it again.

There is a \$15 landing fee at Centennial Park. However we have negotiated a one off fee for the weekend of \$15, payable to the Gliding Club on first arrival.

Mogas fuel will be available at the airfield. There is a limited supply of 100LL available at Centennial Park, but it is recommended that those requiring 100LL transit to Taupo Airport.

The gates to the airfield are locked every evening for Security. Those staying on the airfield are issued a pass.

The Tiger Moth Club will have a van available for transportation to and from the town. The Cosmopolitan Club have a Courtesy Van available for transport to and from their Club on Saturday night. A gold coin donation would be appreciated by the driver. For pick-up, call John 027 4852845.

ACCOMMODATION.

Camping, Motor homes and caravans are welcome at Centennial Park airfield. Also there is three cabins and a bunk room available next to the Clubrooms. A registration and booking form is attached, with the prices for these amenities. There is also cooking facilities and refrigerator.

A 10% discount has been negotiated at the Asure Prince Motor Lodge, Cnr Titiraupenga & Robert Street, Taupo. The rate varies, depending on availability. To obtain the best price, early bookings are recommended. Call the Lodge at 0800 888 07 and quote you are a Tiger Moth Club member.

We also recommend the Quality Inn Acapulco, 19 Rifle Range Rd., Ph 07 3787174. The Rate at this motel is from \$190 per night for a studio room.

Both these motels are situated within walking distance to the Cosmopolitan Club and the town.

Following the adverse weather curtailing the Taumarunui Fly-in in October, we are expecting good numbers at Taupo. We stress that early accommodation reservations be made to ensure a spot.

**29-31 March 2024 Wanaka
Warbirds over Wanaka**

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

**18-20 October 2024
Tiger Moth Club Annual Fly-in, Taumarunui**



TAUPO GLIDING CLUB INC.
Centennial Park
P O Box 25
Taupo 3351

Telephone Club 07 378-5627
Email:gliding@reap.org.nz

AGREEMENT FOR USE OF CENTENNIAL PARK AIRFIELD

The use of Centennial Park airfield is under the control of the TAUPO GLIDING CLUB (a private club) who holds the lease agreement issued by the TAUPO DISTRICT COUNCIL, which makes the TGC the legal occupiers.

We can give you permission to use Centennial Park on your acceptance of the following conditions

1. That you accept full responsibility for any incident that may occur as a result of your operation at the airfield, and fully indemnify the club officers and members
2. That you act in a safe and responsible manner at all times.
3. Use can be granted for personal use only (**Non Commercial**)
4. **You must also inform the Manager, Thomas Anderson**, of your intention to visit Centennial Park in order to obtain information about activities at the time of arrival. He can be contacted at the club or cell phone 0274 939 272: email: tomolo@xtra.co.nz
5. You must use Centennial Park frequency 134.45. Vectors are 22 or 04.
6. We lease and maintain the airfield at our own expense so would appreciate a landing fee of \$15 to help maintain the airfield. Please find honesty box by club house door.
7. Or BNZ 02 0428 0298151 00

This is not an automatic authority to use the airfield at your convenience.

- o NAME..... Phone.....
- o ADDRESS..... Mobile.....
- o Email.....

AIRCRAFT TYPE & REGISTRATION

Print Name. I _____ accept the above conditions.

Signed _____ Date _____

TAUPO GLIDING CLUB INC
CAMPING FACILITIES
REGISTRATION FORM

NAME..... Phone.....
ADDRESS..... Mobile.....
..... Email.....
Home Club.....

All persons must be GNZ members or family member

GLIDING NEW ZEALAND MEMBERS

CARAVAN POWER SITE \$14 per person per night No persons.....
CARAVAN MOBILE HOMES \$12 per person no power No Persons.....
BUNK ROOMS \$14 per person per night No persons.....
TENT SITE \$10 per person per night No persons.....
GLIDETEL 1 \$24 per person per night No Persons

GLIDETEL 2 \$22 per person per night No persons.....
CHILDREN HALF PRICE 12 years & under No Children.....

Aircraft Landing fees \$15 per landing – Other airfield users \$15 per day

DATE Booked in.....Out..... No nights.....

INTERNET USE \$10 per week or part thereof \$.....
(Fair Use provision applies. Excess use will incur additional charges \$5.00/G)
See Manager for Wifi password

PAYMENTS Must be paid before leaving the site Total \$.....

Shower and toilet block to be left clean and tidy.
Conserve hot water in shower other persons to follow.
All rubbish to be placed in containers at side of club rooms.
Washing machine in shower room \$4 per wash includes powder
No books to be taken away from club.
**PLEASE DO NOT LEAVE PERSONAL GEAR LYING
AROUND THE CLUB HOUSE**

SIGNED.....DATE.....

Any other suggestions or complaints inform Club Manager
Thomas Anderson 027 4939 272

One of the few Tiger Club members at Taumarunui 2023 was former President Jim Lawson. As he stood on the airfield looking at the hills, the weather was OK for flying but there was no sound of a Gipsy Major and there was no likelihood anybody would hear one approaching. The clouds were just too low. If it was me standing there my mind would quickly fill with images of Taumarunui in better days just like these photos from Jim's archives. One look at them tells me there will be Tigers at Taumarunui in 2024.





Just some of the many Tigers that have graced the skies over Taurarunui in bygone days



Of course Jim remembered flying to Taumarunui in his own Chipmunk



Tiny Tiger Tour 2023

NO, NOT SCALED DOWN TIGERS, JUST A SMALL GROUP OF FULL-SIZE TIGERS FLYING AROUND THE NELSON/TASMAN AREA BEFORE (NOT) HEADING TO TAUMARUNUI!!

SUNDAY 8 OCTOBER 2023

It all started with a cancelled day of flying in Masterton. Our planned day of rehearsals for Wings Over Wairarapa had been cancelled due to inclement weather, and Amanda Rutland was trying to get through from Paraparaumu to Masterton in AON to pick me up and start our mini-tiki tour of the Top of the South. Try as she might, the low cloud and moderate winds around the Rimutaka Ranges prevented her from getting through to collect me! As the rehearsal day had been cancelled, and as luck would have it, Martin Burdan, kind soul that he is, agreed to my request to cadge a ride over to PP with him as he returned home. (Thanks again Martin, you are a star!!) Having got to where I needed to be, I happily started AON for Amanda, pulled the chocks and away we went on the first leg of our adventure to Omaka. Accompanying us were Darren & Christine Luff from Whanganui in BEF (coincidentally the first Tiger I ever flew!), and Willie & Lorraine Morton all the way from the Far North in their Aeroprakt Vixen, registration VLW. The trip across the ditch proceeded without incident, and since my headset was causing interference for Amanda's intercom and radio calls, I unplugged and thereby earned the comment on reaching Omaka that it was the longest she had ever been in my company without hearing a word from me!! I had some catching up to do!!!

Having arrived on time at Omaka, we took a break while I pre-flighted and loaded my syndicate Tiger BER, or Tiger 12 as I prefer to call her! A leisurely flight up the Wairau Valley with a quick cut through the ranges South of Nelson near Mt Patriarch saw us arriving at Brent Ferguson's Malibu Park strip in the late afternoon. My partner in crime, host and Syndicate Chairman Mark Washington arrived to pick us all up, so after the usual chats, picketing and refuelling etc, we made our way to Mapua for a great dinner at the local Sprig and Fern. It seems that Amanda has relatives pretty much all-over New Zealand, and we were joined by some of her tribe, making for a noisy, fun and very enjoyable evening. After dropping off different people at various places to stay, Mark & I got back to his place fairly late and retired, to be ready for whatever tomorrow was going to bring!



MONDAY 9 OCTOBER 2023

Today saw an early(ish) start to beat a forecast increase in wind later in the day. Our leader had plotted a flight from Malibu Park through the Flora Pass (just North of Mt Arthur, west of Nelson), then turning North up the Takaka Valley. We had the option of landing for a leg-stretch at Takaka airfield, but elected to continue as the surface winds were in that annoying quadrant that sat between any (legally) available vector. So around Pohara to Separation Point we continued and into the beautiful coastal stretch of the Abel Tasman National Park, the smallest of the 10 in NZ. The colour and clarity of the azure waters contrasted beautifully with the golden sand beaches, and as someone who had kayaked, tramped, sailed and dived this stunning area during my time based in Nelson, I really appreciated the new perspective our Tiger offered!

Into Indian file we fell for the circuit to land at Motueka, where fuel for both man and machine had been arranged by our logistic magician Amanda! The service at the airport café was slow, but the atmosphere, as always when amongst Tiger pilots was convivial and relaxed.

Plenty of interaction between locals, including the flight school cadets, who were all extremely interested and in awe of our endeavours, led to a later than expected departure for Malibu Park. This in turn led to the forecasted strengthening of a southerly becoming apparent at Brent Ferguson's strip for return. We watched with interest as Darren landed in the interesting conditions then it was our turn. The bumpy but manageable approach conditions soon became significant with abrupt negative windshear in the landing flare!! With Mark Washington flying from the back seat, following a perfect demonstration of the Tiger's very robust undercarriage (through no fault of Marks!), a perfect overshoot was carried out. It served as a great reminder that Tigers have sharp teeth and claws, which can be unleashed at the most unexpected of times... The words of my Tiger type rating instructor Ross McDonald at CHBAC were ringing in my ears as we re-circuited for our second, successful, landing. During all this, Amanda (with an auxiliary fuel tank) and Willie flew an orbiting watch overhead, landing after the other Tigers were safely down and clear.

TUESDAY 10 OCTOBER 2023

To steal a sailing term, today was a lay day, due to stronger winds being forecast and actually arriving. A café breakfast for the team saw us pursuing various ground activities with a plan to depart Nelson a day early on Wednesday; the weather gods were getting grumpy and giving us enough notice to get somewhere safe soon!



WEDNESDAY 11 OCTOBER 2023

A relatively early (and chilly) start saw us all departing Malibu Park to the South initially, with a right hand orbit overhead to strike out North up the eastern side of the Nelson control zone. Enough of compass points, we had a wonderful flight up the coast, past Pepin Island and onto Croiselles Harbour and Beatrix Bay, where Amanda had yet more rellies to say an aerial "giddy" to! French Pass beckoned with its powerful tidal races, and it was here that we said goodbye to our Aeroprakt practitioners Willie and Lorraine. With the weather forecast front of mind for all of us, they decided to leave us and head directly towards home as the storm approached. The remaining trio of Tigers headed towards the township of Havelock before turning to follow the Queen Charlotte road past Anakiwa to Picton. As fate would have it, a cruise ship was docked at Picton that day, so without a word needing to be said we dropped into an easy trail formation and did a gentle flyby for the lucky passengers and crew still on board the ship! Down Koromiko Valley, a left turn to stay clear of the Woodbourne Control Zone towards Rarangi then to Omaka via the VFR Transit Lane. A great day again, despite the chilly morning temperature (or lack thereof!).

As it became more and more clear that the weather was unsuitable for continuing our Tiki Tour to Taumarunui beyond Omaka, a watering hole (Dodson's Bar in Blenheim, highly recommended!) was found and adjourned to, followed by a last dinner out.

THURSDAY 12 OCTOBER 2023

The tour had one last surprise in store for me personally, with Wayne Tantrum very kindly and unexpectedly offering me a seat in his Piper Dakota EQQ on his CPL Cross-Country flight test with Dan Coleman. My original plan to get home to Masterton involved, quite literally, Planes, Trains & Automobiles and several hours of travel time! Instead, I found myself back at Hood Aerodrome 47 minutes after wheels off at Omaka, and exactly back at the starting point our adventure 5 days earlier. A special thanks to you for that Wayne, it was greatly appreciated!

A wonderful jaunt, perfectly organised and managed by Amanda, and enjoyed by all. Many thanks to all involved, it really is a privilege to have an association with all of you! As I like to say, "It's been a Business doing Pleasure with you all!!"

Authors Note: No Tigers, or any other animals for that matter, were harmed in the making of this adventure...



TIPPED UP TIGER

Years ago now, Graeme Taylor in ZK-BEF and I were heading for the Tiger Moth Club Fly-in at Te Araroa. We planned to meet at Gisborne for that was where I was to pick up a passenger for the rest of the journey. We had left Bridge Pah that morning and Graeme had already landed at Gisborne by the time I got there. After touchdown I proceeded towards our meeting place, the Pilot's Association building.

To get there I had to cross one of the sealed taxiways at Gisborne and since I did not want to inflict undue wear on the tailskid of my Tiger, I decided to taxi across the tarmac with the tail of the Tiger off the ground. I had used this trick many times before, so I opened the throttle, turned to cross the taxiway side on with the tail up. That was when there was a loud bang as the prop hit one of those substantial wooden marker boards. Everything seemed to be moving in slow motion as the undercarriage crumpled and bits of propeller were flying in all directions. I felt myself going up as if on a lift as the nose went down and the tail went up leaving me perched higher above the ground than I had ever been sitting in a now stationary cockpit in complete silence.

It was January and the terminal was crowded with eager passengers and friends of those aboard an incoming NZ Freindship that had to go on to the grass to avoid my upended Tiger Moth so it could get to the terminal. Of course the collision with the notice board had thrown air traffic control into emergency mode. The actions of the controller in the tower, Rob Vanscolina, had not helped matters, for he had been informed that his green light wasn't working, so he fired off one of the old Very pistol flares. It was green all right and I made my landing good as gold. Well until the marker board incident. Moments later Rob didn't know where to look. At the Tiger Moth upended beside the taxiway or the very light which had bounced off the tarmac and set fire to the tinder dry grass on the airfield. As he had practiced many times before Rob hit the crash/fire button but at that moment it did nothing. Rob grabbed the telephone but it too appeared to be dead. There was only one thing for it. Rob leapt to his feet, opened the door and stepped out onto the balcony of the tower.

"Crash"

"Fire"

"Crash"

"Fire", he yelled.

That worked. Moments later the nose of the fire engine appeared. The crew looked around. They spotted the fire and then the yellow Tiger Moth out by the taxiway. But where should they go? It was obvious by the direction the fire engine was taking that there was confusion on the part of the crew. One moment the fire engine was headed towards the grass fire while the next moment it had turned and was heading towards my upended Tiger. After several zig-zags the team had made their decision. The grass fire was put out and they came across to the Tiger, ZK-DAM. By then I had climbed out of the cockpit, not the easiest thing to achieve from such a height, and was standing next to the Tiger obviously OK.

Pushing the aircraft across the airfield was much more difficult than usual for both wheels were pointing inwards. Temple Martin was called and he came up to inspect my Tiger. He fixed the undercarriage, took out the engine and after crack testing, declared the crankshaft to be OK. Dudley Payne loaned me a propeller and ZK-DAM flew again. Of course my passenger and I had to drive to the fly-in. When asked if there was much damage, Temple replied: "Only to Alan's ego"

The other outcome of this episode was the subtle change to my nick-name. Over the years I had used my Tiger Moth to tow gliders at an ATC camp but one day the prop disintegrated and there was no way I could reach the runway so I landed in a crop of tall barley sown in a field straddled with large boulders. Fortunately I missed all the rocks both landing and taking off again once a propeller had been fitted. The ATC crew kindly referred to me as "Force Land" Well after the Gisborne incident my nick-name became "Crash Land".

Alan Land



Photo Phil Craig Omaka 8 Apr 2023

	Built by The de Havilland Aircraft Co. Ltd, Hatfield	130 HP 4-cyl DH Gipsy Major
R4954	6 Mar 1940 RAF 24 MU Ternhill storage	
	31 Mar 1941 RAF 4 EFTS, Brough (op by Blackburn Aircraft Ltd)	
	13 May 1941 RAF 14 EFTS, Elmdon (op by Airwork Ltd)	
	29 Jan 1946 RAF 8 MU Little Rissington	
	11 Jul 1950 RAF Station Flight Kinloss	
	25 Jan 1952 RAF 12 MU Kirkbride	
	3 Oct 1952 RAF AOP School, Middle Wallop	
	3 Apr 1953 RAF Light Aircraft School, Middle Wallop	
	8 Jul 1953 RAF 81 Group Communication Flight/Colerne Communication Sqn, Colerne	
	7 Oct 1953 RAF 33 MU, Lyneham	
	8 Mar 1954 Muir & Adie Ltd, Croydon	
G-ANOU	4 Mar 1954 Muir & Adie Ltd, Croydon	UK cofa 13 May 1954 canc 18 May 1954
	Exported to New Zealand Shipped	
ZK-BFS	14 Oct 1954 Robertson Air Service Ltd, Hamilton	[No. 11] (no hopper fitted)
	23 Oct 1958 Waikato Aero Club, Hamilton	
	13 Jan 1960 S. M. Marker, Belfast	
	28 May 1960 John H. Elworthy, Craigmore, Timaru	
	31 Aug 1961 Craigmore Farming Co Ltd, Timaru (John H. Elworthy)	
	1963 S. R. Brodie, Rangitata Island	
	Cancelled 25 Sep 1965 as withdrawn from use	
	1974 rebuilt by Eric Moffat of Aerotech, Timaru	
	2 Mar 1976 S. R. & A. Brodie, Rangitata Island	with c/n R4954/R
	12 Apr 1985 W. John Mathewson, Kokonga, Ranfurly	
	6 Jul 1992 L. M. Mathewson, Ranfurly	
	wfu & stored in shed	
	21 Jun 2022 Legend Aviation Ltd, Masterton	

Sir Tim Wallis—The Tiger Moth Club of New Zealand salutes you

With the recent passing of Sir Tim Wallis, the Tiger Moth Club can look back with very fond memories of an aviation legend who never forgot his old associations and background. Tim was an avid supporter of the de Havilland family having owned a Tiger Moth, a Chipmunk, a Fox Moth and a Dominie. His Tiger ZK BRB was famously equipped with a leather stirrup belt on the rudder pedal of his good leg so that he could pull it as well as push.

He created some great memories for us whenever he joined our events, such as the time when he competed in the AGM aerobatics competition at Greymouth in February 1993. While BRB was upside down, the front seat cushion fell out and landed out in the Tasman Sea. Seeing something fall out gave us all a fright until the penny dropped and the cushion was declared lost at sea. However, a local fishing boat witnessed the event and successfully retrieved it. With utmost secrecy it was squirreled into the AGM dinner where Tim was called up for a “special presentation”.

The next morning Tim gave a demonstration of the capabilities of the H500 HOT that was nothing short of outstanding. Somewhere in my memory a Portaloo got blown over, but I’m a bit blurry on that one and as the Queen said ... recollections may vary.

He would normally arrive at our events with an entourage of varying size. At the 1994 TMC AGM fly-in at Mandeville, a week before that year’s Warbirds Over Wanaka airshow, he arrived in HOT with his little Jack Russell, Digger. During the morning pilot briefing, we all pondered the last heading on the notice board of “night flying.” With club patron Sir Peter Elworthy (Sir Tim’s very close friend) also there with his Tiger Moth ZK BLI, a “K” was ultimately placed in front of “night” and the pair of Knights of the Realm were challenged to a joust of simultaneous looping.

At the same annual fly in, Tim’s Team really stole the show during the AGM on Sunday morning. Picnic tables and chairs had been set up on the runway lawn in front of the hangar behind a dainty white picket fence. Part way through the AGM, Digger (who would react anytime he heard the engine tone of one of Tim’s aircraft), took off down the runway with obvious excitement. Well before ours did, his ears had picked up the sound of a far away Merlin attached to the front end of a full speed approaching Spitfire.

I still laugh when I think of what happened once he got halfway down the runway. Digger turned and hoofed it with all his speed back up the runway as the now obvious Spitfire made a low, fast run in and overshot the AGM with Mark Hannah at the controls. Digger leapt in the air and took an ambitious snap at the thundering machine as it passed over top of him at great speed. Needless to say, the AGM was adjourned for the next ten minutes.

Ray Hannah later also performed an amazing Spitfire display in a setting almost never found elsewhere. Mark and Ray were later overheard working out who would sit in which seat of the Tiger Moth for their trip back to Wanaka. Meanwhile, Tim flew the Spitfire to display it overhead Invercargill near Oreti Beach on the south coast, probably the southernmost flight ever made by a Spitfire.

Tim was a generous host to the Tigers and always saw to it that we were well cared for at his events. It was the mark of the man, an iconic aviator with a collection of aircraft that was the envy of the world, to think so well of the humble Tiger Moth and its place in history, and of the cheerful band of people who flew it.

I recall Tim’s helpful spirit was always part of his team’s ethos too, and was a reliable quality. This was to the fore during the time when he was convalescing. A group from Mandeville were on the homeward flight from a Westport fly-in and airshow with a collection of de Havilland types.

We were enjoying some outstanding West Coast flying when the Tiger I was flying with Greg MacDonald gave an almighty thump that had us both quickly sitting bolt upright and looking for an explanation. With no intercom, we passed notes back and forth in the 90mph breeze while considering our plight. With nowhere to land and no vibrations, we continued on to land at Haast where we discovered a sheared spinner nut had gone through the propeller like a bullet, rendering it unsafe for flight. Tim’s team immediately had the propeller removed from BRB back at Wanaka and flown by helicopter to be fitted at Haast to the Tiger which then continued safely back to its base.



Sir Tim Wallis refueling his Spitfire. Simon Spencer-Bower at the controls and Sir Peter Elworthy looking on

A couple of years ago I made a point of taking our Pine Park Trophy up to show Tim and talk about it. He was delighted to see it and hear its story. He was a very interested man in what was going on and Tiger Moths were part of his life's tapestry.

During the AGM Tiger Camp tour this year, we overnighted at Wanaka, and it was great to see Tim before we left there for Minaret Station. He had asked to be taken along the line of Tigers and speak with us all, and of course he had his video camera with him, so we were all very happy that he had a brilliant sunny day to record the memory.

We remember Sir Tim with great fondness and respect, and we pass our condolences to his family.

Brian Hore's Tiger Moth does duty as gate guardian in front of the Alpine Group hangar for Sir Tim Wallis's funeral on 28 October. *(Photo: John King)*



Sir Tim Wallis: Some more thoughts

At Sir Tim's funeral in Wanaka on 28 October, his sons Toby and Jonathan both said how much fun they had growing up in the family. Their father was often absent, but he made up for that when he was home and life was never dull.

Tim's enthusiasms were certainly infectious. One evening during a Warbirds Over Wanaka airshow a bunch of us were milling around the porch in front of the Alpine Deer Group's main office building. Tim came along and showed us the WWII-era searchlight he'd obtained from somewhere and, full of enthusiasm for it, wondered if we could get it working, whereupon he dashed off somewhere else.

So we worked at this unfamiliar arc device and, amazingly (to us, anyway) did get it working. What does one do with a searchlight at night? There were no aeroplanes in the sky to light up, but on the terrace on the other side of the main road across from the aerodrome was the usual row of campervans, resident for the weekend's airshow festivities, which made a fine target. Distance meant that any cries of protest couldn't be heard, but after a couple of passes along the row the searchlight went out and couldn't be restarted, so we wandered off and found something else to do.

Tim was most generous with his time and resources. A South Island safari of assorted Tiger Moths and Auster baggage aeroplanes after the January 1985 club AGM fly-in at Omaka was organised by the redoubtable John Crosbie who, with Ross Duncan, dragged club members out of their timid local flying into the long-distance expeditions from which we still haven't recovered. Richard Broussard was there from Louisiana, being introduced to this sort of light-hearted group cross-country flying in a bunch of elderly aeroplanes, and we were somehow accommodated with the Wallis family in their house at Beacon Point on the northern outskirts of Wanaka.

Tim, with some obvious background support from Prue and others, organised an expedition. Using a minivan and the Wallis family's International 4x4, a large American device with steering so vague it made a canal narrow boat handling crisp by comparison, we were all transported to a paddock at Camerons Flat where the two branches of the Matukituki River meet. There we waited to be transported somewhere by Tim in his Hughes 500D, ZK-HOT.

When my turn came, I climbed in the back of the helicopter, and I recall Martin Burdan being one of the two front seat occupants. Tim took off and treated us to the sort of flying nobody in his wildest dreams would ever attempt in a Tiger Moth. I was thankful for the H500's multiple rotor blades of short span as we sped up the Matukituki River, below the level of the trees on either side, then turned left up one of the tributaries to hover beside one of many waterfalls, close enough for spray to cover the bubble and with the helicopter's noise and fuss dislodging a lump of ice which tumbled slowly into the pool below it.

Then it was off back downstream to another river, another mad dash at low level and a climb at the end, lifting gently over a lip to reveal an alpine meadow lined with a bunch of Tiger Moth people all wearing wide grins because they knew exactly what we'd been experiencing. The picnic itself was memorable, of a quality and quantity far in excess of what the average Kiwi family might think up.

Sir Tim Wallis was a character much larger than life. He had that rare quality of making you think that because he'd met you his day was made, and he enriched the lives of everybody who encountered him. We are unlikely ever to see his equal again, and aviation somehow seems less exciting and fun without him.

Our thoughts are with Prue, Toby and Jonathan as we remember this most colourful Tiger Moth Club member.

John King

Come fly with me

'a book that captures the essence of what it's like to fly in the skies above the land of the long white cloud'



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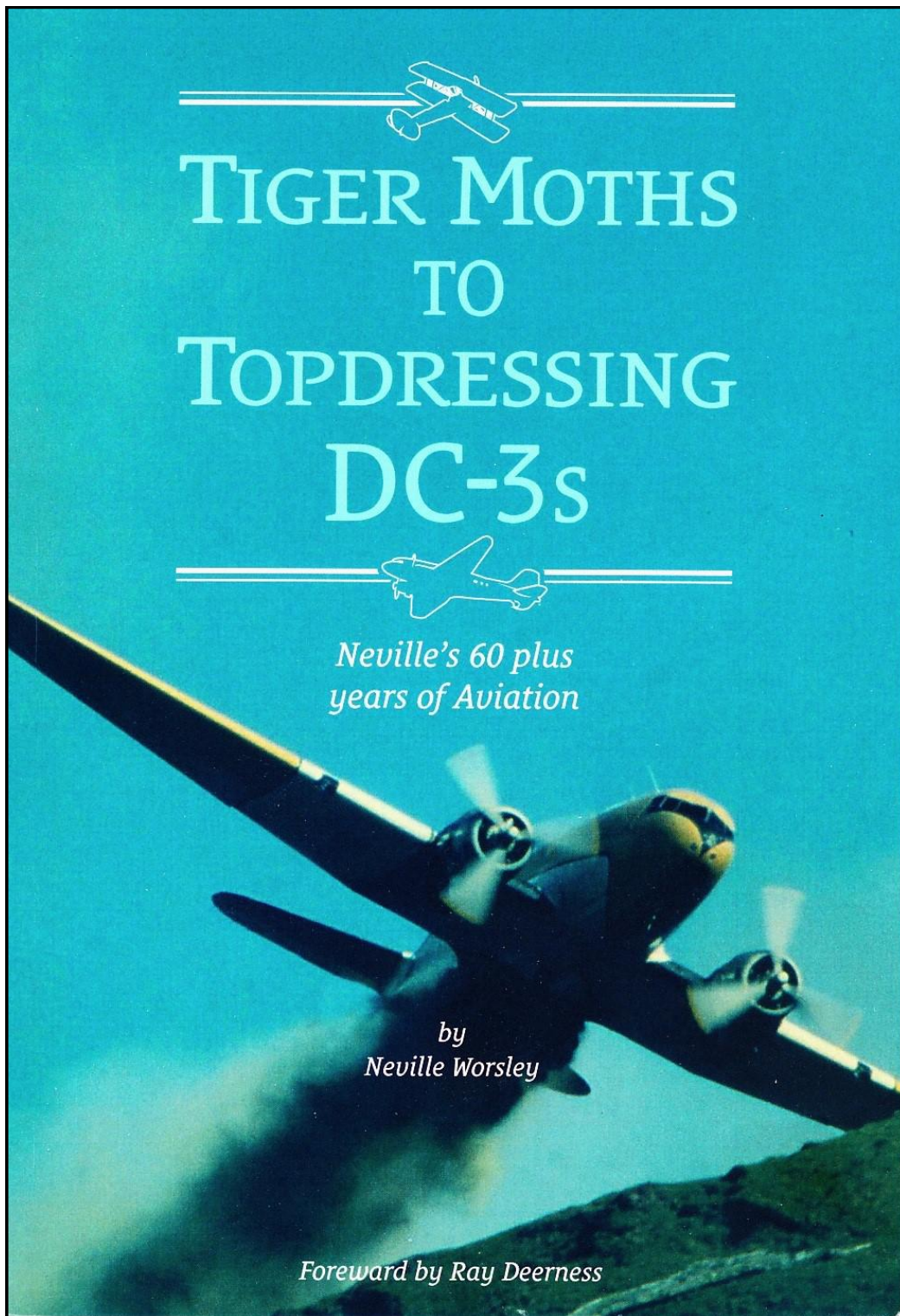
Mike White is a former Air NZ Q300 pilot turned full-time landscape and astro-photographer. Mike is an enthusiastic educator and helps others on their own photographic journeys through education & workshops.

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For a copy of this book e-mail Neville at 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 .

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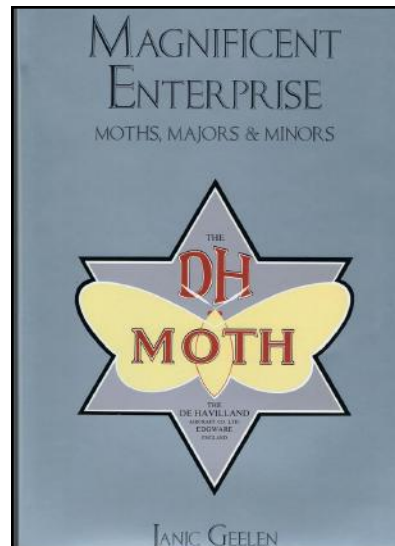
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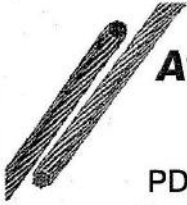


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TIGER RAG PUBLICATION DATES

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

20 Feb 2024 AGM info

20 Apr 2024 AGM pictorial

Sep 2024 Taumarunui Fly-in



Oil Supplier for Tiger Moth Club Members.

With the recent substantial increase in cost, the Club has been looking at better options for members to purchase Aviation Oil for use in their aircraft. We have come to an arrangement with Ardmore based AeroShell oil supplier ICEA, for members to purchase their oil requirements from them at a most competitive rate. This rate also includes delivery of the product to a nominated New Zealand address. Delivery takes approx 2 to 3 days. Minimum order is six 1 litre containers.

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