

# TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

**NOVEMBER 2024**

**TAUMARUNUI—ONE OF THE BEST**



The winning entry in this years Ray Deerness Photo Challenge is this image from Dave Wills

Hi Everyone,

Summer is underway, although in many parts of the country, you wouldn't know it. But the Taumarunui fly in was a great success and in no small way, that was due to the fantastic week of fine weather. The number of expected attendees doubled in the last week. It was a stark contrast to last year's zero aeroplanes to see between forty and fifty aircraft parked on the nicely mowed grass that Taumarunui is famous for.

This year the activity started with arrivals on Thursday for an early start to Friday's Basics of Formation Flying Course. It attracted just the right number of participants with around twenty attending the ground school and ten involved in the follow-on flight training. Our sincere thanks go to Dean Beverley for conducting the course. His ground training was delivered in an expert and understandable manner and his orchestration and leading of the flying training was likewise. We were further privileged to have the expert guidance of Frank Parker and Liz Needham in the airborne part of the training. They were ably assisted by Graham Holley and Martin Burdan and we very much appreciate them all giving their time so willingly. Kevin Paulsen, Brett Nichols and Vaughn Davis also provided and flew leading aircraft for the training. It all went very well and was a credit to everyone involved. The aim is to keep the ball rolling whenever the chance is presented and to give those wishing to take part in formation flying, the best possible training. By all accounts, this first outing was a great success.

Competition day was its usual hive of activity with a great many visitors on hand just to see the aircraft. Janic has photos and captions to cover the fantastic turn out of the historic aircraft that our events are famous for. As always, a great many GA visitors flew in for the day.

Our dinner was enjoyable as always at the Golf Club and the hard-won trophies were divvied out. We also announced the TMC Flying Scholarship winners:

Overall this year we had an extremely deserving group of applicants and it was heartening to see the quality of their achievements and goals. Our thanks go to all who applied and our congratulations go to the two winners below:

Henry Hope-Cross is a very keen young aviator. He initially intends to progress his tailwheel training on a Piper Cub with the aim of furthering his involvement with vintage aviation.

Mathew Croft is a CPL currently employed in tourist scenic flying. He has a passion for the old aircraft and has trained on Tiger Moths. He intends to use the funds to further that training, complete a spin training module in an aerobatic aircraft and to increase his Piper Cub time.

We congratulate the two recipients and look forward to their further involvement in our activities in the future. We also announced the inaugural winners of the Ray Deerness Writing and Photography Awards. Some outstanding photos were entered that would grace any aviation calendar with the winning entry coming from Dave Wills. Thank you to all the entrants and keep up the good work creating great memories.

The writing award went to Martin Burdan for an article that appeared in the Tiger Rag many years ago as part of a series relating to safely operating a Tiger Moth. Like all aviation knowledge, it has to be revisited and is always relevant so was a worthy piece. Janic has featured the photo and the article in this edition.

With planning now underway for our AGM Fly-in, it is timely to remind everyone to book accommodation early in Karamea. The Last Resort Motel is holding bookings for us on a first come first served basis but that only lasts till Christmas so phone now if you haven't already. Tell them you are with the Tiger Moth Club. The Tiger Camp tour of the South Island is a big one. See Amanda's itinerary in this issue with the dates and planned locations.

Till next time,

Enjoy the moments.

John.





2024: There would be 10 Tigers and the Gipsy in the line but for the two airborne at the time





## “Basics of formation flying” seminar & practice

2024 Taumarunui started off a day earlier than usual and that's because the Tiger Moth Club of New Zealand was trying something new. A total success. Late Friday morning a good collection of members sat in the clubrooms for a session on the 'Basics of Formation Flying' run by former RNZAF instructor Dean Beverley. Then it came to practice. Two Tiger Moths in each group went up, the pair led by the more experienced pilot in the lead machine. Many had never done any formation flying and judging by the comments on the airfield, everybody thoroughly enjoyed the experience. Not just the theory but the practice as well. This has been one of the most successful initiatives the Club has ever programmed.







Woody's briefings are always brief and to the point. The only ones not taking him seriously are those not intending to fly



Preparing to take part in the Competitions?. There are many ways to prepare.



“Spot the bomb” Competition (Photos Phil Craig)



Take note folks: This is what the winning bomb looks like





Debriefing comes in many shapes & forms







What makes a great Tiger Moth Club Fly-in?  
The organisers, the Tiger Moths, the pilots, the Judges, friends, photographers,  
the weather and the all seeing eye of our President, John Baynes.

Many thanks to John King for providing a  
number of photos in this issue







John King, Jim Lawson and Stan Smith catch up on old times.

Stan Smith departs in his DH 84 Dragon  
Why can't my Tiger Moth have an electric start?







Some of the other vintage aircraft that flew in.







“Just because I flew down in a Tiger Moth doesn’t mean I’m old fashioned”

“So where’s that yellow Tiger Moth because I’m not carrying these fuel cans any further”  
“I’ll swear it was here a few moments ago”





# RESULTS

Reg	Name	Bomb drop	1	2	Landing 1	2	Total	Av		
			Closest wins				Best Average wins			
Tiger/Gipsy/Roo										
ADT	Jerry Chisum		3	24	1st	100	27	127	63.5	
ATM	Kim		33	33		—	—	—	—	
BEF	Darren Luff		5	19	2nd	25	18	43	21.5	
ATM	Alan Coubray		19	14		31	78	109	54.5	
ALK	Grant Wilson		70	46		+	+			
CCQ	Jim Schmidt		30	18		25	6	31	15.5	1st
BMJ	Jan Chisum		14	21		17	30	47	23.5	
BEC	Alan Butler		25	11		15	37	52	26	
AON	Tom		24	22		—	—	—	—	
BEC	Pete McCoombe		34	11		50	110	160	80	
AON	Amanda Rutland		19	34		10	23	33	16.5	2nd
ALK	Grant Drinkrow		54	32						
PHZ	John the Pheasant		8	13	3rd	16	20	36	18	3rd 'Tiger'
PHZ	Gloria de Pheasant		55	23		—	—	—	—	
PHZ	John King		32	22		—	—	—	—	
Other types										
EJU	Rob		10	26	3rd	23	21	43	21	2nd
VLW	Willie Morton		41	57		28	26	54	27	3rd
CKH	Pete McCombe		21	31		21	100	121	60.5	
CKH	Brook Taylor		-	34		45	47	92	46	
BKW	Kevin Paulsen		18	31		63	1	64	32	
SLN	Alex Kaandorp		—	—		80	57	137	68.5	
PEG	Brad Pearpoint		7	17	1st =	—	—	—	—	
EJS	Kevin Vile TAC		32	34		10	55	65	32.5	
EJS	Tony Hogg TAC		31	12		70	6	76	38	
EJS.	TAC 1st =		10(low).7			73	27	100	50	
CDP	Rex De Bettencor		Long grass search!			65	32	97	48.5	
CDP	Henry Hope-Cross		100			—	—	—	—	
BKW	Alan Butler		—	—		8	5	13	6.5	1st

Perfect Loop - Tiger		Judge Sue	Judge JK	Total	
BMJ	Jerry Chisum	52	52	104	1st
BEF	Darren Luff	50	51	101	2nd
BLI	Woodsy	47	49	96	3rd=
BEC	Alan Butler	47	49	96	3rd=
Other Aircraft					
PEG	Brad Pearpoint	47	49	96	1st
98	Kevin Paulsen	47	48	95	2nd
98	Ace Edwards	45	44	89	3rd





## Prize winners at Taumarunui

### John & Val Hainsworth Hikurangi Challenge Trophy

for Bombing and Spot Landing

Tiger Moth Club

### Taringamotu Shield

for Tiger Moth bombing

Jerry Chisum in ZK-ADT

### Ross Duncan Red Tiger Trophy

for Tiger Moth Spot Landing

Jim Schmidt ZK-CCQ

### Ralph Saxe Memorial Trophy

for the Perfect Loop in another aircraft type

Brad Pearpoint in Pitts ZK-PEG

### Grant & Karen Drinkrow Trophy

for a Perfect Loop in a Tiger Moth

Jerry Chisum in ZK-BMY

### Novice aerobatics

Jan Chisum in ZK-BMY

### Ross Duncan Memorial Cup

Awarded to the Club member who demonstrated an effort beyond the call of duty

John Baynes for repairing sewer drain

### Ray Deerness Challenges

Presented for Photography and Writing Dave Wills (photo) and Martin Burdan (writing)

### The Tiger Moth Club of New Zealand Scholarships

Matthew Croft of Tekapo

Henry Hope-Cross of Wellington





# UP AND COMING EVENTS

## 2024

18 Dec 2024

90th Anniversary of New Zealand's First Scheduled Air Service at Inchbonnie airfield, Kura, West Coast. Vintage aircraft welcome.

## 2025

21-23 Feb Wings over Wairarapa

27 Feb-11 Mar TIGER CAMP 2025 (Round the South Island)

7-8 Mar Tiger Club Fly-in and AGM at Karamea  
(for more details see next page)

18-20 Apr Classic Fighters Omaka

Oct Tiger Moth Club Fly-in & Competitions at Taumarunui

## 2026

3-5 Apr Warbirds over Wanaka





# UP AND COMING EVENTS

## TIGER CAMP 2025

It's the middle of the decade and to celebrate being halfway through the twenties for Tiger Camp 2025 we're going to circumnavigate the South Island! Meeting in Omaka on Thursday 27th February, on Friday we'll head out to Cape Campbell for the first lighthouse of the tour, then south along the coast, around Banks Peninsula weather permitting and into Rangitata Island for the evening to stay at Geraldine.

On Saturday we'll pop into Oamaru for fuel then on to Taieri for lunch, then further down the coast to Balclutha for the night. Sunday sees us out to the Nugget Point lighthouse then following the Catlin's coast around to Slope Point (the southernmost point of the South Island) then around the Stirling Point lighthouse at Bluff and up to Mandeville for lunch before heading to Mossburn for the first of two nights.

Monday we'll aim to do the south coast out to Puysegur lighthouse then weather permitting over the passes to the power station and into Te Anau. Then back to Mossburn for a second night. Tuesday we'll head through the mountains to the sea then up the coast to Haast with our route dictated by the weather on the day.

Wednesday's itinerary will also be weather dependent, perhaps a day trip to Wanaka or south towards Martin's Bay and Milford depending on the route taken the day before. Returning to Haast for a second night.

Thursday we'll track north up the West Coast to Greymouth for the night, and after passing the lighthouse at Cape Foulwind (the southernmost of only three on the entire West Coast of the South Island), Friday will herald our arrival into Karamea for the annual Tiger Moth Club fly in and AGM. Should the weather not be suitable for us along the West Coast, the alternate route from Mossburn to Karamea will be Wanaka, Omarama and Hanmer Springs. After the club AGM in Karamea on Sunday we'll continue north up the coast and around the lighthouse at Cape Farewell, then past Tākaka and the lighthouse at Separation Point, along the Abel Tasman to Motueka for the night.

On Monday weather permitting we'll head up around the Marlborough Sounds - extra kudos to those who are brave enough to round the lighthouses on Stephens Island and The Brothers on our way back to Omaka. Finishing up on Tuesday 11th March heading home to our respective locations around the country.

We have allowed for a couple of two night stopovers to allow us to catch up if we get stuck with weather - over a long event like this there's bound to be at least one front come through if not more. Please order the good weather well in advance, particularly for our multi day run up the West Coast.

As usual, accommodation is your responsibility and a list of accommodation I've booked for myself is below; those with an asterisk have been pre-booked for the group so please call them and say you're with the Tiger Moths to book your own room. Any rooms not booked by Christmas will be released to the public so please get in early if you're planning to come along.

Thursday 27th February Blenheim: Cherylea Motel  
Friday 28th February Geraldine: Andorra Motel  
Saturday 1st March Balclutha: Rosebank Lodge  
Sunday & Monday 2-3rd March Mossburn Railway Hotel \*  
Tuesday & Wednesday 4-5th March Haast River Motels & Holiday Park  
Thursday 6th March Greymouth: Alpine Rose Motel  
Friday & Saturday 7-8th March Karamea (for AGM fly in): The Last Resort \*  
Sunday 9th March Motueka: Avalon Manor Motel  
Monday 10th March Blenheim: Cherylea Motel

A link to the registration form is here: [Tiger Camp 2025 registration form](#)

There is no initial cost at this stage however as logistics firm up we may ask for a registration fee. Please note that registrations close 31 January 2025 to allow logistics to be finalised.

Enjoy the summer flying, see you in the new year.



# YOUR CLUB NEEDS YOU

## NEW COMMITTEE MEMBERS WANTED FOR 2025

The AGM is sneaking up fast and so it's time to give it some thought. This year we have the first steps to take in having our constitution updated to meet the needs of the new Incorporated Societies Act of 2022. This re-registration with its compliances is a requirement by law and must be done by 5/4/26. All our changes must be passed at an AGM or a Special General Meeting.

John King has put in an enormous amount of work on modernising our very good constitution in conjunction with the committee and we are now at a point where we can plan for its presentation to the AGM. A revised constitution will be forwarded to members in the future with the changes noted. We will then vote on those changes and if approved, the revised constitution will be forwarded to The Companies Office.

Office Bearers for 2025:

Our club depends on the organisation done by our committee and Office Bearers. We have been very well served over the years and it's always good to see new people getting involved. If you want to have more involvement in the running of the club and make a positive contribution to its wellbeing, please consider putting your name forward for the committee. It's a rewarding task in a great club.

This year our **Treasurer** Amanda Rutland is stepping down from the committee after a long stint of excellent service and we thank her very much for her time and effort. She leaves the treasurer's position well organised for the next person and we are inviting a person with treasury skills to get in contact with the committee to fill this vital role.

Bobbie Preston has done a great job as **secretary** this year but it was always only for a short term to help us out ( thank you Bobbie ) so if you are keen on taking over this clerical position in the club please give thought to putting your name forward or contact me for a talk.

Wendy Tantrum has also helped us out tremendously over the years with competition organising and merchandise handling. She took on the **Club Captain** role for this year but wishes to pass it on so we are encouraging members who would enjoy the arranging of our social side and club functions to consider the Club Captain's position. We have a long history of fun times and a long future with new members to look forward to so it's a great role for a member who wants to take the ball forward and enjoy everything the club offers to our members.

The other ad-hoc position that we wish to create is that of a **safety officer** who would be on hand at our two fly-ins, Taumarunui and the AGM or any club organised event that required safe practice oversight or input. The position would help maintain good aviation culture and assist with briefings and planning.

Please give thought to keeping the club administration strong by putting your name forward or contacting me.

John.



## Shutting Down the Gipsy Major

Everyone who flies a Tiger Moth will be well versed in the familiar, time-worn rituals of starting. Perhaps though, the same sort of rote emphasis has not been placed on the rites of shutting down.

As with starting, the steps of shutting down a Tiger Moth are somewhat different from those of its modern counterparts, where pulling the mixture to idle cut-off produces fuss-free silence. Tiger Moths need extra care however, as there are hazards lurking for the unwary.

Having taxied to the shutdown spot with the engine running at 900-1000 RPM, first it's time for the dead cut check. This is when each magneto is switched off and on separately to confirm that the other is working. The point of the dead cut check at the end of the flight is primarily to identify any magneto problem *then*, rather than finding it prior to runup at the next flight, or perhaps, in the case of the impulse magneto, realising it only after fruitless prop swinging.

Next comes the important live cut check. This consists of switching both magnetos momentarily off together then on again, before executing the actual shutdown. The reason for this is that if one of the earth leads had fallen off in flight, flicking the switches off as you ram the throttle wide will produce more noise, rather than less. Note that the individual magneto dead cut check won't necessarily make a live magneto obvious, because, at the low RPM that the dead cut is carried out, the lack of slight RPM drop may go unnoticed. Listening for the live cut implants firmly in the pilot's consciousness that the engine will die on cue. It's all too easy to shut down on 'automatic-pilot' after a wonderful cloud-cavorting flight, reactions lulled and unprepared to swiftly deal with an engine roaring unexpectedly to full power.

This has happened, and if not for the sprightly action of a bystander grabbing a wingtip to redirect the propeller, could have resulted in dismantled people and machinery. Relax, as they say, only when the hangar door is closed.

Following a satisfactory live cut check, and after cooling down the engine at idle for a short time, increase the RPM 900-1000. This provides more propeller momentum, allowing the pistons to draw a greater volume of air into the cylinders than would be the case at idle. The air drawn in cools any carbon hotspots on the piston or cylinder head which might cause running on, or unhealthy backfiring.

The next safety step is to treat the 'switches off, throttle wide' process as two distinct and separate events. This further ensures that the engine cut has registered before the throttle is opened.

Once the switches have been turned off and engine cut noted, the throttle should be smoothly opened, reaching wide before the propeller stops turning. Opening the throttle wide enables the pistons to draw a maximum gulp of cool air into the cylinders.

Lastly, when the propeller stops turning, close the throttle. This lessens danger should the propeller later be turned with the magneto circuit not properly earthed.

Or, consider the following incident. Pilot one shuts down and leaves the throttle wide. Shortly afterwards along comes pilot two, who, noting the warm engine, elects to solo start without priming. Standing on the tyre to reach into the front cockpit he confirms by feel that the throttle is set. So far, so good? He flicks the switches up and swings the propeller. The engine bellows obediently into full-powered life, followed shortly after by splintering noises and silence.

Closer investigation reveals the throttle lever wide, but the adjacent, similar-shaped mixture lever masquerading as a throttle, set back in its correct position. Expensive incidences of throttle misplacement during starting are unfortunately familiar.

What if, on shutdown, a magneto refuses to die due to an earthing fault? Turning off the fuel and waiting patiently for the carburettor to drain should do the trick. Take care not to be too enthusiastic opening the throttle at the first splutter though, as supply of the last fuel drops may be uneven. The combination of a wide throttle and a sudden glob of fuel may be enough to hurl the propeller erratically to high RPM.

However, turning off the fuel does not always work as I once found out, sitting there with both switches off and the engine still ticking over merrily as the result of an earth wire having fallen off the magneto cap. With the fuel cock in the off position and having waited well beyond a reasonable time for the carburettor to drain (it should take just over 1 minute at 1000 RPM), I concluded that this fuel cock was 'off' in name only.

The gravity system in a Tiger Moth will deliver many times the maximum gallons per hour required, so thoughts of using high RPM to consume fuel faster than it was getting by the faulty fuel cock didn't seem practical; besides the fuel tank was still over half full.

Only one thing for it: leave both magnetos off, engine at idle, get out, sidle gingerly along the wing, lift the port cowl, (feeling very alert to the hedge trimmer uncomfortably close to my left ear), and touch the offending wire to the magneto cap. Ahhh. Peace at last.

And, even after a session of aerobatics, there was the missing earth wire nut lodged snugly between the fire-wall and the oil return pipe. It got replaced tightly, with thoughts of a better pre-flight check next time.

Martin Burdan

This years winning entry in the Ray Deerness Writing Challenge





## FOR SALE

A rare opportunity to purchase a rare aircraft and have a great time while doing it. **Thruxton Jackaroo modified 4 seat Tiger Moth ZK-PHZ** is for sale, one of only 5 flying in the world. And at the end of Feb. 2025, the Tiger Moth Club of NZ is having a jaunt completely around the South Island, to attend the annual competition weekend. It will involve from 25-35 flight hours and 2 weeks.

Come to Tauranga, buy this aircraft, have a great trip with a group of wonderful people. A safety pilot could be organized for an inexperienced taildragger pilot.

ZK-PHZ is newly restored, using Superflite System 1 Butyrate, issued C of A in Special Category Limited. Rebuilt wings with all new spars and ribs made to DH drawings, and all new British hardware.

TTIS 800, TSO 200 hours approx. since Feb.2020.

Equipped with basic tiger instruments, Queen Bee fuel tank of 24 imp.gals. Tailskid and glider towhook. Propeller, Hordern Richmond HR671, **spare prop DH5220/P/26** with s/s leading edges. Engine DH Gipsy Major 1, TSO 200 hrs.

Avionics package TRIG TT22 ADSB-out, iCOM A200 VHF, Sigtronics 4 place intercom and 4 headsets, battery only operation but with solar panels on cabin roof for enroute charging and USB port for the phone.

Spares package too numerous to list here, but includes a complete undercarriage with 700 x 6 Cleveland wheels, hyd. brakes, new tyres and tubes and tailwheel assembly.

All jacking and servicing equipment, tooling and manuals gathered over a lifetime. Even a mobile electric tug to get it back into the hangar after a hard day of fun.

Asking NZ\$200,000.00. at Tauranga.

Contact [john@pheasant.co.nz](mailto:john@pheasant.co.nz) for full details.





This is how you do a side-slip approach







Photo Janic Geelen Hastings 3 Jan 1970

Built by Morris Motors Ltd, Cowley	130HP 4-cyl DH Gipsy Major
T7738	13 Jan 1941 RAF 15 MU, Abingdon (stored in purgatory!)
	31 Oct 1941 RAF 20 EFTS, Gravesend
	5 Dec 1941 RAF 4 EFTS, Brough
	26 Jun 1947 RAF 4 Reserve Flying School, Brough [FHM-B]
	28 Aug 1947 RAF 3 EFTS, Shellingford [FBQ-E]
	11 Feb 1949 RAF 12 MU, Kirkbride (storage)
	10 Aug 1949 RAF 61 Group Communication Flight
	31 Jul 1950 RAF Station Flight Kenley
	19 Jan 1954 RAF 9 MU, Cosford (storage)
	25 Jun 1954 L. P. Griffith, Lutterworth
G-ANSL	10 Jun 1954 L. E. Harris, Napier, New Zealand UK cofa 4 Nov 1954
	Exported to New Zealand Shipped
ZK-BLQ	J. L. Mackie, Waipukurau "Willowrun"
	Damaged by gale at Bridge Pah, Hastings 26-27 Jul 1957
	Crashed near Bridge Pah 9 Apr 1969 TF Jan 1970
	17 Nov 1982 A. P. & W. A. Mackie, Waipawa
	27 Apr 1983 I. K. Walters, Palmerston North
	26 Jan 1987 Christchurch Airport Authority & Christchurch City Council, Christchurch
ZK-PDL	18 Feb 1987 Christchurch Airport Authority & Christchurch City Council, Christchurch
	For continuation see ZK-PDL

Photo Jim Lawson







Photo Gavin Woodward Christchurch 28 Mar 1987

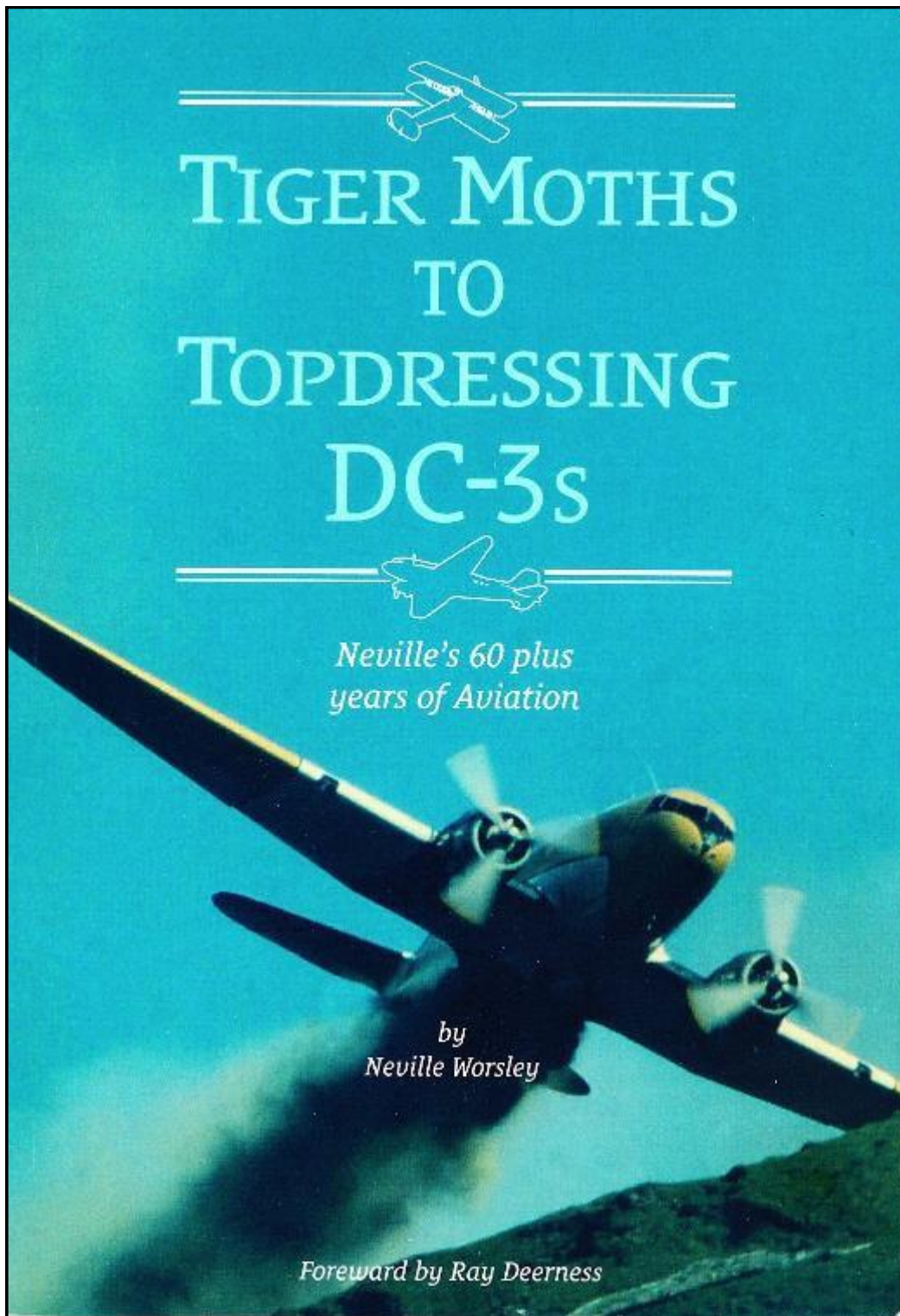
For the previous history of this aircraft refer to ZK-BLQ

- ZK-BLQ 27 Apr 1983 I. K. Walters, Palmerston North
- 26 Jan 1987 Christchurch Airport Authority & Christchurch City Council
- ZK-PDL 18 Feb 1987 Christchurch Airport Authority & Christchurch City Council  
Was the prize for coming first in the Singapore to Christchurch Air race
- 5 May 1987 A. B. Munro, Mosman, NSW "Lady Sheila"
- ZK-BLQ 15 Jan 1988 A. B. Munro, Mosman, NSW  
Exported to Australia Flown Te Pahi to Norfolk Island 21 Jan 1988, arr Sydney 24 Jan 1988
- VH-XWM 22 Oct 1990 A. B. Munro, Birchgrove, NSW  
Cancelled 6 Jul 2006 registration revoked

Photo Murray Kirkus Newcastle Mar 2015







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.

Copies of this book are still available from the Worsley family. Contact the Tiger Moth Club of New Zealand for details. The price of the book is \$70.00 plus postage which works out about \$7.50 Rural delivery is extra .

**For Sale**  
Personalised Plates  
Perfect for a Tiger  
Moth enthusiast



Offers over \$300  
considered  
Call Loretta.  
09 2962236



## Tiger Moth Club Official Merchandise



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



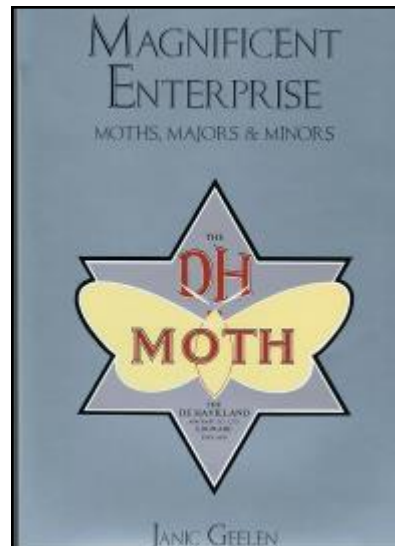
Round neck T-shirt  
Men and Ladies Fleece Vests  
now only \$ 35.00



Adult Gold and Blue Polo SPF 50 polo shirt  
now only \$ 35.00

Adult Blue polo was \$40 now \$ 25.00

Kids Blue Polo \$ 25.00



**MOTHS, MAJORS & MINORS** by Janic Geelen  
One of the finest books about the golden years of de Havilland. Full page 3-view drawings, accurate gen on all the Moths, Dragons and other 1930s designs. Includes the engines, propellers and racing successes. Hardbound. 214 photos; 56 Three-view drawings  
Now \$ 35.00



TMC 50 th Anniversary  
Metal Badge \$ 7.00



still available  
Standard TMC Metal Badge \$ 10.00



# BUY SELL & OTHER USEFUL DATA

## Aircraft Control Cables Manufactured



### **Martin Aviation Services Ltd**

19 Village Way  
Ardmore Airfield  
PDC 14 - Papakura, Sth Auckland  
PO Box 88067

### **CALL US FOR ASSISTANCE**

For all swaged or nicopress cables from  
1/16" to 3/16". Cables and fittings in stock.  
Same day turnaround - Competitive prices  
Hand splicing also available.

### **Contact John Geary**

Bus/A/hrs 09 298 6698

Fax 09 298 5225

Email [john@slingshot.co.nz](mailto:john@slingshot.co.nz)

### TIGER RAG PUBLICATION DATES

February as lead in for AGM Karamea  
May 2025 for Karamea report  
October 2025 lead up to Taumarunui Fly-in

Tiger Rag editor Janic Geelen after his Tiger  
Moth ride with Darren Luff.



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.

To obtain the latest pricing, or place a order for your oil requirements, call Leanne at ICEA on 09-2999289, or email; [leanne@icea.co](mailto:leanne@icea.co)

You will then be invoiced, and the order will be despatched, or can be picked up, from Ardmore Airfield, after payment. **VISIT OUR ONLINE STORE <http://icea.co>**

23 Victa Lane, Ardmore Airfield  
Auckland 2582, New Zealand  
T +64 9 2999289, M +64 27 4638150

**Leanne Butler**

*Supply Manager & Technical Administrator*

Patron: Simon Spencer-Bower QSM

President: John Baynes

Vice-President: Keith Skilling

Secretary: Bobbie Preston

Secretarial address: The Secretary, Tiger Moth Club of New Zealand Inc, PO Box 272 1640, Papakura, 2244

Treasurer: Amanda Rutland Bank Account: ASB 12-3194-0023828-00

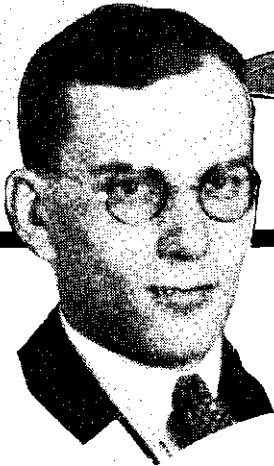
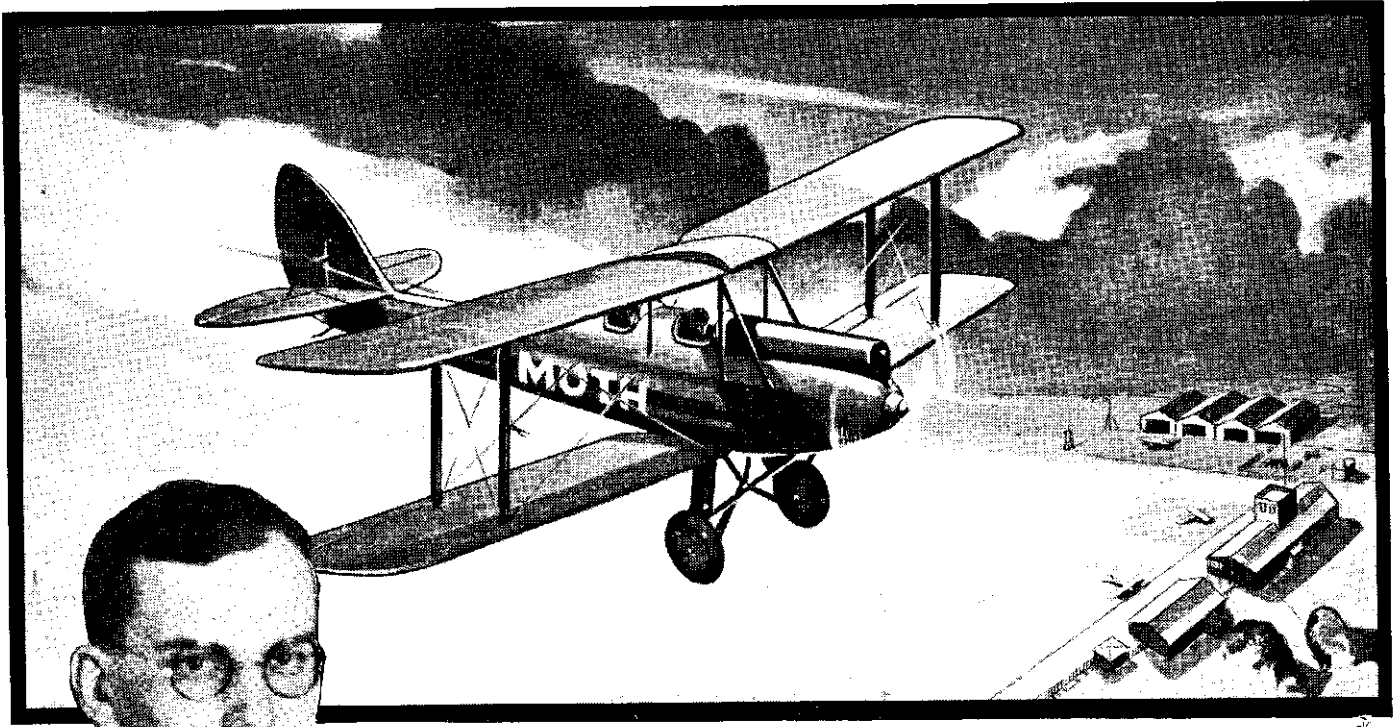
Club Captain: Wendy Tantrum

Committee: Ross Brodie, Alan Butler, John King, Darren Luff, Glenn Thompson

Website: [www.tigermothclub.co.nz](http://www.tigermothclub.co.nz)

LIFE MEMBERS: Simon Spencer-Bower, Jim Lawson, John Pheasant, Loretta McGarry, Bob McGarry, John King, Alan Land, Les Marshall, Jeanette Lei, Graeme Wood





Mr. F. C. Chichester

# The extraordinary ease of flying a MOTH

## AMATEUR'S GREAT FLIGHT TO AUSTRALIA



### THE BOOK OF THE MOTH

*"The Standard Book on Private Flying"*

Send for your copy of "The Book of the Moth" which tells you why you should fly . . . how and where to learn to fly, and how little it costs to fly a Moth. Price 1/8 post free.

Mr. F. C. Chichester, a private owner of a Gipsy Moth, left Croydon on December 20th and landed at Port Darwin, Australia, after only 17 days' flying.

*The Daily Telegraph* says: "Mr. Chichester's untrumpeted exploit stands out as one of the really big flights, not only as an example of pluck and determination, but also because it illustrates so convincingly the utility of the light two-seater aeroplane of 90 h.p. to 100 h.p. Mr. Chichester is not a professional airman or mechanician . . . he had not many thousands of flying hours' experience — he only became a pilot last August — and he is in every respect, except achievement, an amateur."

Such a feat ably brings home the simplicity of the Moth's control and the ease of learning to fly; and, more than this, it adds yet again to the ever-growing list of Moth's long distance flights to every corner of the Empire.

THE DE HAVILLAND AIRCRAFT CO., LTD.,  
STAG LANE AERODROME,  
EDGWARE, MIDDLESEX.

*Associated Companies in Canada, Australia and India.*

LICENSEES. SELLING AND SERVICE AGENTS THROUGHOUT THE WORLD.

Kindly mention "Flight" when corresponding with advertisers.