

# TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

**OCTOBER 2025**



## **Jan Chisum's pic judged winner of the Ray Deerness photograph award**

There is more to this picture than meets the eye. Seven DH 60 Moths in a line all with their wings folded. So! It's not as easy to set up as it looks for a DH 60 Moth with its wings folded is very tail heavy and very difficult to move. Just where do you stand to lift the tail? We will leave you to work out how this was done.

## Getting a Tiger Moth to Omaka

In early April this year, I was offered to take the passenger seat in a Tiger Moth from Wanaka back to Canterbury as that aircraft was to be in Omaka for the unfortunately cancelled Classic Fighters show. Always eager to reconnect with an aircraft that started my flying career, I gladly accepted and with a few home duties cleared, planned for the "half day" trip away.



Having picked up the Tiger Moth pilot on the way through to a well known Canterbury strip, we boarded the Cessna shuttle for the simple hop direct to Wanaka, joined by another locally based aircraft. Weather forecasts and webcams indicated some low level cloud across the foothills of the Canterbury Plains but with a few options in place, we departed early in the morning bathed in sunshine and headed Southwest.

Charlie, Graham and Jo prepare the 170B ZK-SJK at Oamaru 12 Apr 2025

The initial plan was to head through Burkes Pass and seeing another light aircraft on ADSB head in the opposite direction to us through Burkes pass, set up the first of many mindsets for the day.... It was soon apparent though that as the morning wore on, Burkes Pass was now starting to close in with persistent low clouds deciding to stay put and in fact thicken up. The first of the alternate plans for the day was put into place and we headed back for clearer skies and the coast turning towards Oamaru where the constant radio chatter indicated that Oamaru was wide open.

Sitting in the back seat I could let the two in the front keep their eyes peeled outside whilst I could utilise a few of the modern devices now available to us and scroll through live webcams and various flight planning apps to get a feel for what was happening further up the road. The decision was made to land at Oamaru, regroup and make a plan for the next leg.

Now slightly behind schedule but with time still on our side we spent the hour on the ground to refuel, eat, use the facilities and to chat with the locals who made a few helpful phone calls on our behalf to other pilots and landowners up the Waitaki Valley for us, indicating that the low cloud there was burning off and that we would have a clear run through to Wanaka that way. By the time we passed Kurow, the sky was now gin clear giving unbridled views of Lakes Aviemore and Benmore and in fact, all the way through to Wanaka.



With such crystal clear conditions, it was surprising that there was so little traffic in the Wanaka area and the two aircraft alighted and taxied for the maintenance hangar to pick up the Tiger Moth.

As we rounded the corner behind the front row of hangars, the Tiger was found outside, only slightly nose into the hangar and we were excited to pre-flight her and enjoy the views again from the open cockpit and head home. And this is where things slowly started to unravel...

A chat with the engineer indicated that he was almost finished with the Tiger and we could soon be on our way. Not immediately but soon. The Tiger's pilot enquired to confirm that it had been gassed up by an acquaintance but due a miscommunication somewhere along the line, it was soon established that that was not the case. The tanks were pretty dry! An offer to take a ute into town and fill up the jerry cans was accepted. Those of you who have attended a Warbirds Over Wanaka event can picture the traffic at the entrance to the airport and being a long weekend, it was not much different today! Eventually returning with gas, we started to fuel the Tiger but only to witness fuel leaking from the sight glass. Refueling stopped, the decision was made to defuel to a level to access the sight glass and inspect the washers. Adjustments completed and the fuel went back in... and slowly started to leak again. Process repeated and we were finally ready to depart. Without realizing it, we had now been on the ground in Wanaka for close to three hours, you can see where this may be going.



However with daylight still on our side and the latest weather indicating some cloud forming on the Canterbury Plains but certainly still flyable, we departed Wanaka in glorious sunshine setting off for Pukaki. The flight through the Lindis Pass offered views we take for granted but one that tourists pay thousands for and it also offered the first sign of possible concern.



Way off in the distance was a small finger of low cloud hugging the Mackenzie Pass spilling into the Mackenzie Basin. It dissipated as quickly as it appeared but it was enough to give a hint of what was happening on the other side of the divide. As we approached the Pukaki circuit we heard a light aircraft make a call overhead Burkes Pass, up high so we took the opportunity to ask what it looked like from their angle. They indicated the cloud on the plains was thickening and starting to hug the foothills in places but as they were up at 8,500' or so, they could only share their perspective from that height. A helicopter inbound to Pukaki from the Rangitata Gorge kindly entered the conversation saying that the Rangitata Gorge was still clear when he had passed through 15 minutes or so prior.

So, we had options at this stage, the AvGas powered aircraft decided to refuel on the ground at Pukaki and we had a friend's accommodation on the field that we knew we could probably coerce the owner into letting us stay should we not get through. Tekapo was also wide open, another option. We had two recent actual reports from other pilots. Calls to family and other pilots on the East Coast indicated cloud forming but again it still was deemed flyable and we departed with options available to us. I contacted a couple of other aviators to advise them of our plan to leave Pukaki for Canterbury via the Rangitata Gorge area to have them follow the ADSB aircraft in our group and we departed, this time with myself in the front seat of the Tiger. Again, in clear air and from an open cockpit the views were spectacular but as we got higher, the view of the clouds on the East Coast started to look more and more ominous. Entering the Rangitata River from Bush Stream we started a descent over Mesopotamia Station towards the Rangitata Gorge.



It wasn't until we were three miles or so from the Gorge that the cloud thickened up and lowered. It is amazing that while you can be legal by the rules, being down low with darkening skies surrounded by high terrain, soon changes the perspective on everything. With only one and a half miles to go the flat plains, it became progressively darker and almost instantaneously all three pilots announced that it was a no go and to make a 180 back towards the sunlight up the Rangitata Valley. Mesopotamia Station's long, flat runway was literally telling us to land there and that is what we did. Malcom Prouting was soon at the airstrip with a wry smile on his face saying "I saw you go over and I knew you would be back". With the use of his landline, calls were made to those waiting for us on the other side of hills and the aircraft were tied down for the night, the Tiger even being hangared alongside the NOTAR helicopter. Now on the back of the Mesopotamia Airport shuttle, the farm ute surrounded by various forms of fencing wire, tools, animal horns and some tired pilots, Malcom deposited us by the fire side to warm up and let us get on with telling him about the day's adventure, one he has heard before and possibly one he will hear again.



Aaron and Amanda—the Tiger Moth crew



Charlie, Graham, and Jo—the Cessna crew



We were treated like royalty with a home cooked meal and accomodation up at the old Mesopotamia school, (complete with wifi!). As we walked up the road to the school after dinner, we could see the stars slowly being enveloped by parts of the cloud that we had turned away from just a few hours earlier.

Awakening the following morning to golden rays against the mountain tops, you could be forgiven for thinking we were in a different part of the world. We wandered down to the airstrip early, eager to make our way home. Reports on the East Coast indicated no cloud, almost no wind and we preflighted under clear skies but with a thin veil of fog visible up towards the Rangitata Gorge. By the time we were ready to go, the fog had almost reached the airstrip as if to give us one final warning but departing off to the west in crystal clear skies in that direction, we set off for home.

You would not think that less than 24 hours earlier that the entire East Coast was socked in as we made our way through the Rakaia Gorge to the sight of a hot air balloon close to the foothills and even able to see the thin smoke trail from the Sefton Chipmill in the distance. So it was an uneventful hop across the Canterbury Plains as we landed in North Canterbury and bid the Tiger Moth farewell as it continued north to Marlborough.

I am sure there were many lessons and reminders here for ourselves and hopefully for anyone reading this. One that stands out was that the pilot and passenger in the Tiger Moth were by far the most prepared clothing wise!

This story by Aaron Murphy was judged the winning entry in the Ray Deerness writing award for 2025



## TAUMARANUI 2025 — ARRIVALS

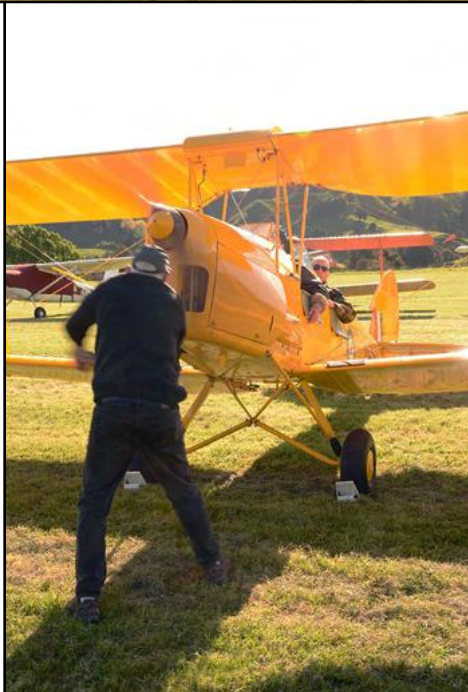








## OUT AND ABOUT







Saturday morning lineup in slightly misty but eminently flyable conditions. John King photograph







How many Tiger Club members can you spot?



Following on from last year, the Tiger Club of New Zealand once again offered instruction in the art of formation flying. Shown on the right is Dave Brown explaining the intricacies of staying in formation. He was accompanied by Liz Needham and Frank Parker, both experienced formation fliers with Warbirds.



## Taumarunui Round up—John King Photos



Below: Bevan Dewes (middle) just after he earned himself a new type rating in the DH83C Fox Moth belonging to Martin Farrand (right). At left is Bevan's father Ian.





# SPOT THE NON-COMPETITOR



Tiger Moth v Jackaroo





# COMPETITIONS



Just a note: This is the spot landing not the blind landing





# Competition Results Taumarunui 2025

John and Val Hainsworth - Hikurangi Challenge between Tiger Moth Club and Taumarunui Aero Club  
Won by Tiger Moth Club who had way more competitors than the Host Club!

## Taringa Moth Shield - Tiger Moth Bombing

1st	Bevan Dewes	BFS	2m
2nd	Amanda Rutland	BEC	7m
3rd	John Pheasant	PHZ	8m

## Dennis/Butler Trophy - Non Tiger Moth Bombing

1st	Gary Graham	Cub BKW	19m
2nd	Alex Kaandorp	Cub BTU	20m
3rd	Leanne Butler	Cub BKW	21m

## Ross Duncan Red Tiger Trophy -Tiger Moth Landing

1st	Jerry Chisum	BEW	6.5m
2nd	Bevan Dewes	BFS	13m
3rd	Alan Butler	BEC	29m

## Spot Landing - Non Tiger

1st	Alex Kaandorp	Cub	BTU	5m
2nd	Rob Llewellyn	C172	EJU	7m
3rd	Kevin Vile	C172	EJS	12.5m

## Grant & Karen Drinkrow Trophy - Perfect Loop for Tigers

1st =	Bevan Dewes	BFS
1st =	Darren Luff	BEF
3rd	Frank Parker	ATN

## Ralph Saxe Memorial - Perfect Loop, Non Tigers

1st	Dane Levien	CT4	JMV
2nd	Vaughan Davis	DHC-1	CHP

Ross Duncan Cup - Committee Decision for most worthwhile contribution to the day  
Keith Skilling

Keith Skilling briefs pilots for the competitions, with instructions on which way to drop the bombs—downwards.



Jerry Chisum has just been presented with the Ross Duncan Trophy for Tiger Moth bombing by president John Baynes, to the approval of Jan Chisum.



The contest for Tiger Moth perfect loop was, unusually, a tie for first place between Bevan Dewes (left) and Darren Luff (right).

All photos courtesy John King



# UP AND COMING EVENTS

## 2026

19-22 February Art Deco Week, Napier

6-8 March Tiger Club AGM & Fly-in, Kaipara Flats

15 March NZ Warbirds Association Airshow, Ardmore

3-5 April Warbirds over Wanaka Airshow

### 2026 TMCNZ AGM FLY IN WEEKEND

#### KAIPARA FLATS AIRFIELD, NEAR WARKWORTH

Just a reminder to everyone on the plans for next year's AGM which are well underway already.

We are set to enjoy a great weekend at Kaipara Flats Airfield from the 6<sup>th</sup> - 8<sup>th</sup> March next year.

The registration forms will follow at a later date.

We have gone ahead and selected accommodation options you might like to take advantage of in Warkworth which is very near the Kaipara Flats Airfield.

**We suggest you book now** as any necessary cancellation later is easier than finding out too late that accommodation is all gone.

**We have held accommodation on our behalf until the dates listed below:**

- **Members must make their own accommodation bookings.** Be sure to say that you are with the Tiger Moth Club.

- **Please email or phone the motel.** Make sure you mention you are with the TMC.

**Booking on-line will show it as unavailable.** We have block booked the listed motels until the dates shown below.

**The options are:**

**Bridgehouse Lodge**

16 Elizabeth St Warkworth

**Email:** [bridgehouse@bridgehouse.co.nz](mailto:bridgehouse@bridgehouse.co.nz)

which has 14 rooms available held on our behalf until the **30<sup>th</sup> Nov 2025**. Please email them if you are keen to book there and mention you are with the Tiger Moth Club, and they will respond accordingly. They have a 72hr cancellation policy with this booking. As a side note we will be having our Annual Dinner at the Bridgehouse Lodge on the Saturday night. The rooms are \$175 per night.

**Warkworth Lodge**

**Email:** [service@warkworthlodge.co.nz](mailto:service@warkworthlodge.co.nz)

8 Falls St, Warkworth

which has 16 rooms available held on our behalf until **15<sup>th</sup> December 2025**. Please email them if you are keen to book there and mention you are with the Tiger Moth Club, and they will respond accordingly. They have a 72hr cancellation policy with this booking.

**Walton Park Motor Lodge** **Email:** [info@waltonpark.co.nz](mailto:info@waltonpark.co.nz)

Has a variety of room sizes and styles. Their website shows the options. [www.waltonpark.co.nz](http://www.waltonpark.co.nz) We have reserved basic rooms until **15<sup>th</sup> December**.

**Other options that we have NOT reserved:**

**Snells Beach Motel**

**Email:** [snellsbeachmotel@xtra.co.nz](mailto:snellsbeachmotel@xtra.co.nz)

5.6km from Warkworth. Suitable if you have your own car and have great reviews but we have not made any arrangements with them.

**Salty Dog Inn**

**Email:** [bookings@saltydog.nz](mailto:bookings@saltydog.nz)

**As yet we have not confirmed the registration cost or meal arrangements for the weekend but will keep you posted nearer the time. Read your Cyber Moth for details.**





Sixteen Tiger Moths in formation spelling 100

## DH600

What an odd heading. So it happened that on February 22nd 1925 the first flight of the inimitable DH60 Moth, flown by Geoffrey de Havilland himself, took to the air. This of course morphed into the DH Gipsy Moth when powered by the more reliable Gipsy 1 and Gipsy 2 engines so who would have thought that 100 years later this type would be still active in several countries around the world? The Centenary dinner was held in the U.K at which our esteemed past President, The Godfather, Jim Lawson and Bruce Broady were present in all their finery. The actual flying commemoration was held at a much more pleasant time of the year in the middle of summer at Shuttleworth.

As owners of the only airworthy DH60 in NZ, Jerry and I were always going to the Australian celebration to be held at Caboolture on our way home from Alaska. However our dream was to attend the major function in England so eventually we just couldn't resist, feeling we owed it to our little Lady of the skies.

After a couple of years absent from Alaska where Jerry grew up and had spent the previous 4 years flying float planes commercially for Rust's Aviation Services, we returned in his retirement to visit family and friends and of course our good buddies at Rusts (a family name not the state of the aircraft!) This company operates from Lake Hood, the busiest floatplane base in the world which also has a 700 metre gravel strip alongside - all of which is just across the road from the very busy Anchorage International (Ted Stevens) Airport. I might add that the commercial and training airport, Merrill Field is 3 nm miles in the other direction, followed closely, well 2 nm from the massive USAF and Army base, Elmendorf on which the latest jet fighters, long range tankers and Army helicopters are based. Transponders are not actually required for the Lake or strip although the Part 135 operators are so equipped. The Air Traffic Controllers are quite amazing the way they juggle such huge numbers of VFR aircraft amongst the IFR traffic.

After nearly 3 weeks including flights of a few friends' interesting aircraft, we turned south east for Heathrow where good friends collected us. Noel and Amy live right alongside the famous White Waltham Airfield where they have shares in several aircraft. Amy took us both aloft in the L-4 Cub and I was amazed at the tan the countryside was sporting - apparently the driest summer since 1976. They're even apparently making good wine in the southern parts of England these days, challenging the illustrious Champagne area - a very different story to when I was living there in the late 70's to mid 80s!



Having picked up a rental car (hybrid luckily due to the horrific price of fuel there), we cruised around catching up with other friends, calling in on Vintech for parts and pieces and good advice, propping up bars that WW2 pilots frequented and generally prepped ourselves for the DH600 Celebrations. As members of the DH Moth Club we were able to invite Noel and Amy so we met up again at the venue the day prior to check things out. 118 mostly de Havillands had registered but sadly the glorious weather broke with nasty fronts boring through Europe, on track southern England so only a handful of Tiger and Gipsy Moths made it from across the Channel. The final attendance came to 15 DH60 Moths including 2 Moth Majors, between 40 and 50 Tigers as some came for one day or another, 3 Fox Moths, a Dragon, 3 Leopards, and I am sure a Puss, a great many Chippies and the list goes on. Sadly, Jerry's favourite, the DH90 Dragonfly wasn't able to get there, neither the racing Gipsy G-AAXG that I was fortunate enough to fly to two Moth meets in England some years ago. But what an incredible turn out, especially with the weather that turned up. The 1st day wasn't as bad as forecast but the next, it rained and rained all morning so luckily a huge marquee was there for our use and the catering. By about lunchtime, the skies cleared and off went 16 Tigers who described perfectly, "100" in the sky above us. This was achieved by all accounts by months, well about 12 actually of vast amounts of paperwork and planing! Actually on asking the leader, Jeff Milson the evening before how the practice had gone, he replied it 'was like herding cats' but in effect, the actual public flight could not have been better. Many of that formation make up their Diamond 9 which does a fabulous display wherever it performs. I've heard the team has recently returned from flying displays in Switzerland. It was such a fantastic event and gathering of people that we're happy to live on bread and water for a while yet and after all, there will never be a repeat.

We had a lovely evening with Valerie and Ron Gammons who are well known to many of you in the Tiger Moth Club. They were very involved with the massive event and Ron very kindly took Jerry for a whirl in his newly acquired C170B which lives alongside the family's one remaining Leopard Moth.



To cap it all off, Dennis and Tricia Neville insisted we fly back with them to the farm strip about 30 minutes away where they now keep their Chippie and Jackaroo, then joined us for dinner at our 'Local' where we had the French Mothists join us as well.

We were also entertained by friends Cathy Stokes (L4 Cub) and partner Gary who works for the engineering company Kennet Aviation which is on the other side of the airfield from the Shuttleworth Collection. We were invited to join in the weekly BBQ gathering for staff and friends at Tim Manna's beautifully appointed FUBAR watering hole at the entertainment corner of the hangar - imagine what FUBAR might mean.....

There were others from all around the world we met up with plus it was so great to meet ones we'd read about in the Moth Magazine over the years but it all came to an end too quickly.



As if all this organization, which has been full steam ahead for goodness how long wasn't enough, Stuart MacKay mentioned that it's only 6 years until the DH82 Centenary so watch this space! How he and Miranda carry on at this rate, I have no idea but the de Havilland world owes them so much.

Stuart McKay with his Tiger Moth



Then on to the gathering at Caboolture, Australia where again the weather did not co-operate well, meaning that many of the participants were not able to make it. However, 3 Gipsies and about 5 or 6, mostly on field Tigers and a Stearman entertained us. Bill Finlen braved the elements as did Nia Franks in the Tiger she bought from Bill a few years ago - both from Boonah. He was upset his friend didn't fly to the 'big party' the Moth Major that he had also built as the pilot was obviously spooked by the inclement weather. Sadly the troops from Luskintyre were weathered out as well.

Luke, Jordan and their Dad Brett Westerhuis were the spark plugs for this event. Although they all fly high altitude stuff, they simply love entertaining passengers with their business 'Brisbane Biplanes', operating 2 Tigers, a Stearman and a Harvard so truly have vintage aircraft 'disease'.

These gatherings are so much about the people involved so is always special to be part of such events and meeting others who I endearingly call, part of the "Nutters Club"!

I'm now back to work so be sure to come see the Gannets at Cape Kidnappers with us if you're in Hawke's Bay as they're totally fascinating for especially us aviation geeks!



**THE 3RD**  
**BARNSTORMERS**  
**CABOOLTURE 2025**

*Friday-Sunday*  
**8TH-10TH AUG**

 **Celebrating 100 Years**   
**DH.60 GIPSY MOTH**

**WOODFIRE**  
**PIZZA**  
*Live & Music*

Arrivals from Friday. BBQ Lunch at YCAB from 1100 on Saturday. Flying Activities and Awards. Drinks, Live Music and Dinner from 6pm. Sunday Breakfast at 0800 followed by Farewell.

RSVP to [brisbane.biplanes@gmail.com](mailto:brisbane.biplanes@gmail.com) by 27th/07 to attend. Pilots please see YCAB Ops Manual for airfield procedures via website.

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   **IOR BINGHAM**  



## SOME TIGER MOTH SPECIFICATIONS WORTH CHECKING OUT

Modern Aerobatic Category	
+ 6, - 3 G Fly to Limit	Being + 9, - 4.5G Ultimate

Vintage Aerobatic Category (I.C.A.N. 1936)		
+ 5.25 G Ultimate	At Top Speed	No Inverted Req't
+ 3.5 G Fly to Limit	At Top Speed	No Inverted Req't

Tiger Moth Aerobatic Category A.P. 970 (1928)	No Inverted Req't
Addendum No.98 to Type Record DH60X.	

1825 lbs at Max Level Speed 110 MPH	+ 2.66 G Fly to Limit	+ 4.0G Ultimate
1770 lbs at Max Level Speed 110 MPH	+ 3.6 G Fly to Limit	+ 5.5G Ultimate

1770 lbs at 110 MPH	+ 3.6, - 2.46 G Fly to Limit	+ 5.5, - 3.7 G Ultimate
1770 lbs at 135 MPH	+ 3.0, - 2.1 G Fly to Limit	+ 4.6, - 3.2 G Ultimate

1825 lbs at stall	+ 5.5 G Ultimate	At 235 MPH	+ 1.25 G Ultimate
1770 lbs at stall	+ 7.5 G Ultimate	At 235 MPH	+ 1.5 G Ultimate
Inverted at stall	- 5.0 G Ultimate	At 235 MPH	- 1.0 G Ultimate

### The British CAA requires the following placard

This aeroplane is designed to meet semi-aerobatic load factors.
When performing permitted aerobatics, care shall be taken not to apply more g than necessary

### 1928 Pilot & Pax weights were 160 lbs & with Parachutes 190 lbs

Consider what are you and your passenger's weights with your flying gear on ???!

### The UKCAA Airworthiness Approval Note (AAN) 22556 has the following statement

"Flick Manoeuvres involving high inverted loads is not permitted"

Positive Flick or Snap Rolls carried out at 65 mph or less will apply approx. 2.2 G to airframe  
Flick Rolls at the top of loops apply light loads and are acceptable



# INFLIGHT ENGINE RESTARTS (Revised V 3)

During Aerobatics, the engine can stop turning, usually during a very badly attempted stall turn, especially to the left against the engine torque

**ALWAYS** select a suitable area to carry out a FLWOP (forced landing without power) before attempting engine restarts or Aero's

## To Practice Restarts

Position the aircraft so that a FLWOP can be completed from a failed restart –

Trim in cruise - Throttle to idle – Nose up above horizon – Mags off – Open throttle to full

Hold nose just above stall – Keep in balance - Wait for prop to stop – establish 60 MPH glide – Throttle “SET”

- Fuel ON – Mags ON (look at both sets of switches) – Smartly lower nose to be vertically down

## Unplanned Restarts

Dive the aircraft **exactly vertical** – not nearly so –

Carry out engine failure checks

Throttle “SET”

Fuel ON

Mags on (look at both sets of switches)

While waiting for speed to increase lookout & position aircraft by rolling on the vertical down line & plan to be able to c/o a FLWOP if the engine fails to start

**Note:** It is important to have the throttle positioned at the normal start “SET” position or up to ½ inch of throttle so that the magnetos are not in the advanced position, as this may cause the engine to kick back instead of starting forwards, especially if the impulse coupling is sticking or intermittent in operation.

At 1/3 throttle the mags are at full advance

Depending on the HP & condition of the engine & which cylinder is on compression, the prop will usually begin to turn from 120 – 140 mph

Several factors affect the airspeed that the prop will start to turn

Prop pitch & diameter (Turning moment)

Leak rate of the cylinder on compression (How long will it take for the mixture in the cylinder to leak down verses speed)

Does the impulse coupling on the right mag function freely

If the engine has not turned over upon reaching 160 mph the change of relative airflow as you pull out of the dive will usually turn & start the engine

Often the engine will turn over one blade, then stop on the next compression and the speed will have to be increased - Don't rush to pull out -

Start the pullout when the engine is running

Expect to have to apply a significant force to hold the Tiger vertically down - This then has the effect that when you start to pull out of the dive you only have to slowly reduce the pressure you have on the stick (remember that you are trimmed for cruise speed – the nose wants to pitch up, with the risk of over stressing the airframe

After the engine fires up, close the throttle, (to control speed) slowly reduce the forward stick force & check engine RPM - Keep it below 2400 RPM

Once the speed is below 120 mph full throttle can be applied – this reduces the risk of over speeding the engine

**Exception:** If your Tiger has a climb prop (fine pitch for Banner & Glider towing) full throttle RPM will be well below 120 mph

Expect to use up to 1500 feet per attempt

A non-vertical dive will use up too much height & likely not start the engine

This is the main reason aero's should be conducted over a suitable landing area

At 160 mph a Tiger at 1770 lbs is rated at 3.8 G Ultimate/Breakup. Fly to a maximum of 2.5 G thus a gentle pull out is demanded

At 140 mph fly to a maximum of 3.0 G

At 1825 lbs fly to a maximum of 2.1 G at 140 mph

Remember turbulence can suddenly increase G Loads

If you are scared, you can pull more than you realize

For further information, the accident report in relation ZK-BVK (accident number 25/3/945), where the wings failed during engine restarts with a student, provides a lot of information, and proves that the above is not just “theoretical”

Glenn Thompson LAME IA CPL D Cat

Sept 2025





Photo John King

Built by The de Havilland Aircraft Co Ltd, Hatfield 130HP 4-cyl DH Gipsy Major  
 Exported to New Zealand Shipped as fuselage with metal fittings  
 Wings built at Rongotai by The de Havilland Aircraft Company of New Zealand Ltd and given c/n DHNZ.1  
 NZ751 29 Jul 1940 RNZAF

RNZAF 3 EFTS, Harewood  
 ZK-ATN 8 May 1949 Tauranga Aero Club, Tauranga (del 12 May 1949)  
 10 Oct 1949 Ronald I. Graham, t/a Airspread, Tauranga (converted to topdresser)  
 NZ cofa 14 Dec 1949  
 Undercarriage collapsed on take-off at Paeroa 22 Feb 1951  
 18 Apr 1952 Airspread Ltd, Tauranga  
 4 Jul 1957 F. J. McDonald, Tauranga hopper removed  
 24 Oct 1957 E. "Ted" A. Hollick, Great Barrier Island  
 Hit a wave after take-off (or overturned when struck soft patch of sand)  
 at Palmers Beach, Great Barrier Island 24 Apr 1966 Damaged by seawater  
 before recovery and while some components were salvaged, the remains  
 were bulldozed into a sand dune.  
 Cancelled 25 May 1990

An unrestored fuselage of Tiger Moth NZ771 from the Waikato Aero Club joined a large collection of Tiger Moth parts collected by Auckland Ian G. Insley. Included in this collection were some small components rescued from ATN. The eventual rebuilt incorporated the fuselage of NZ771 which was built by de Havilland Aircraft Co Ltd, Hatfield with c/n 83079 and shipped to New Zealand where locally-built wings were added.

NZ771 5 Oct 1940 RNZAF Unit 18, Rongotai with new c/n DHNZ.21  
 RNZAF 1 EFTS  
 RNZAF 3 ASU, Taieri storage  
 2 Aug 1947 F. Greenstreet  
 Waikato Aero Club, Hamilton spares machine  
 Bob McGarry, Auckland "as is" (fuselage intact)  
 Ian G. Insley, Auckland who began restoration  
 ZK-ATN 29 Oct 1993 Ian G. Insley, Waitakere restoration project  
 4 Feb 1995 Malcolm J. McDonald, Stamford, CT, USA restoration by Stan Smith started 1998  
 11 Jun 2004 Brooklands Aviation NZ Ltd, Dairy Flat (Guy D. & Karen A. Loughhead)  
 Donated to Warbirds, completely restored with new wings and tail, and some parts from ZK-ATN  
 11 May 2021 New Zealand Warbirds Association Inc, Ardmore TF c Feb 2025



## It's a Tiger Moth Jim, just a different Species!

For the first time in 95 years, a de Havilland DH71 Tiger Moth monoplane took to the skies over the UK on 26 November 2024, with former Red Bull Air Race competitor, and well-known aerobatic and warbird pilot, Steve Jones at the controls. Construction of G-ECDX, a reproduction of de Havilland's pair of 1927 high-speed research and racing monoplanes, was begun by the late Ron Souch at his Aero Antiques workshop in Hampshire during 1994, but work had long halted before Steve Jones acquired it in 2016 and relocated the part-completed aeroplane to his premises in Gloucestershire. Steve explains to *Aeroplane*, "I saw the abandoned DH71 project fuselage, lying on its side under heaps of rags and dust. It had lain like that for many years. I had never heard of the type, but even in its dishevelled state I was struck by how pretty it was. I could not walk away and allow it to remain unloved! I was warned that, due to the fragility of the structure, progressing it towards flight would be a major headache. Eventually, Ron and Mike Souch agreed to sell it to me. They were right — getting it flying was a major headache!"

"In 1927-28 one of the two highly experimental originals had managed a speed of 186mph. Modern aeronautical stress calculations had shown this to be worryingly close to likely structural disaster. If it was going to fly in the modern world, it would need to settle for a lower maximum speed. If it looked beautiful and fast, I would be happy. "Due to the unique design, many of the in-flight loads pass through the wheels and undercarriage. Internal modifications were required to increase wing and undercarriage strength. Everything had to be completed with minimum weight gain. It has a stock Gipsy 1 engine in place of the high-compression version that Hubert Broad [the de Havilland test pilot] used. "It has a great power-to-weight ratio, very little aerodynamic drag, light and powerful controls, but very little stability. It is a nice aeroplane to fly, but in the air it can't be left unattended for a moment. A real character."



On a test flight from Sywell in mid-December with owner Steve Jones at the controls, DH71 G-ECDX looks very advanced for a mid-1920s design. THOMAS CASTLE AVIATION HERITAGE TRUST





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Contact [john@pheasant.co.nz](mailto:john@pheasant.co.nz) or 0279448673 for full details.



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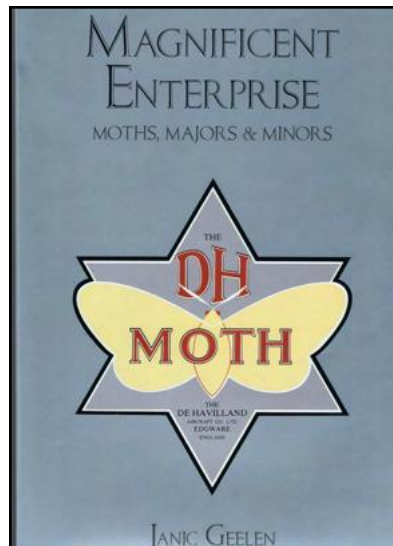
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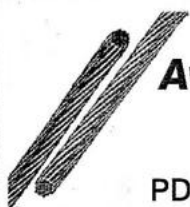


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### **TIGER RAG PUBLICATION DATES**

10 February 2026 as lead in for AGM

20 April 2026 AGM report

15 September 2026 Taumarunui lead up

20 November 2026 Taumarunui report



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.

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The three pilots in this triplet are: Frank Parker (front), Brett Nicholls and Wayne Thomas. (John King photo)