

TIGER RAG



NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

MAY 2026

SUCCESS AT KAIPARA FLATS—JUST COUNT THE TIGERS!





A TIGER'S TALE

Its amazing what cunning plans are hatched whilst enjoying a bit of Christmas cheer....."you should come on the Tiger Rally".... Says Wendy. With a few taps on the phone and a moment of weakness, the syndicate Tiger, BER, was locked in!

I'd previously flown BER back to Blenheim from Taumarunui a few years prior, so I had some idea of the padding required under each buttock for a flight of significant duration. For Kathy however, I knew her (and my!!!!) enjoyment would depend on comfort and warmth, as the obvious "toilet stop" question was taken care of by a cunning formula: $(\text{Total fuel} - \text{reserve})/28 = \text{bladder duration (+/- 5min)}$ assuming no long range fuel tank fitted!

Lucky for us, we'd spent 6 weeks touring Australia in our Cessna 185, so I was confident we could pack lite enough and our crew dynamics would work well, which given the hands-on nature of a Tiger Moth, would be an important component on this type of trip.

Foxpine put on a reasonable breeze for our first landing which helped hone the senses for the trip ahead. We caught up with the notorious Swedes in their Puss Moth, who called in on their way south and had a great lunch provided by the Lufts. Strapped in again, we tracked to the coast and continued north, being sure to operate at the lower flight levels to avoid enemy radar and unpredictable aircraft operating out of Whanganui. The coastline north of Whanganui is spectacular to say the least and quite novel to fly it in sunshine....

We landed in Hawera to a warm welcome and hangarage to boot...what a relief that was given the overnight forecast was rain and WIND. The aero club put on an amazing evening meal and we all enjoyed watching the sun set over Mt Taranaki as we rehydrated.

Day Two; Today would be a day to test our navigation skills which we achieved with moderate success. As none of could remember the name of our breakfast venue, we did a reconnaissance of Hawera, some places twice until we located the rest of the team – and COFFEE. The elephant in the room was the weather, currently low cloud, drizzle and WIND. The forecast for the next few days didn't look any better. Little did I know that I would be handed the poison chalice and asked to be flight lead for the leg to Te Kuiti.... Ummm – no pressure!

Throwing caution to the WIND, ignoring the formula: $(\text{Total fuel} - \text{reserve})/28 = \text{bladder duration (+/- 5min)}$ I took on an extra cup of coffee, in part to provide extra weight to hold the plane down in the WIND as I pondered my strategy.

After much sky gazing, throwing grass into the air to check which runway to use, we unanimously decided that we'd have a go and started our engines. I should point out it was quite windy; in fact, I was reluctant to inform my passenger the wheel was lifting off the ground as we waited for the oil temperature to rise. It was important to time our departure between squalls that were crossing the low ground between Hawera and New Plymouth and our only exit to the west. We knew that Te Kuiti was sunny, so we had a plan – great!



Te Kuiti is a great place to stop

Taxiing out to our runway was a bit of a challenge with 2 of the group weather cocking into the wind, but soon accompanied by wing walkers. Once we were all lined up, we dug the spurs into our pony and were airborne about 30m, holding centerline for what felt like 5 minutes before a VERY shallow bank left had us disappear downwind at 110kts – phew. The trip towards Awakino was progressing nicely until we hit an air pocket that caused (not only) the engine to cough.... Thankfully we didn't encounter any further potholes and even managed to cut the corner around cloud hanging over the higher country, for a more direct route to Te Kuiti. If you haven't landed here before – you must. There's a beautiful big villa as a clubhouse which you can park right in front of. Arriving here was a bit of a relief to us all I think, as the sun was out, it was warmer and the wind was dropping further north. The forecast for the rest of the week looked spectacular!

After a quick bite and refuel, we informed the Whiti crew that we were on our way. The trip north was quite pleasant as we navigated our way through the edge of Hamilton airspace, up past Thames and a leisurely descent into Whitianga, where we'd be enjoying a couple of days of hospitality.

The crew had organized hangers for all of us which take so much work out of fly aways, not to mention the anxiety of leaving these beautiful aircraft out in the elements.

Its not all about flying on these camps, the people and the places really make the difference. It'd been a long couple of days getting here, through cold, wind and rain, comparable to how our parents walked to school barefoot - so having a couple of days to reset was very welcome. We were whisked off to Bobbie and Keith's, who were to be our hosts for our stay, showered and then over to Ace and Jeannie's for a wonderful meal and evening of banter and bullshit.

Day Three: Those of you that know Keith, know that it wasn't going to be an early start, which suited me fine! The girls had planned to take the ferry across the estuary and walk up Shakespeare cliff, whilst Keith and I would do bloke stuff – like cars and planes, but not before brunch and coffee in town. I was introduced to Keith's other love, a nice little series 7 Jag that looked like something out of a bond movie and handed the keys! I'd like to point out that he obviously doesn't do the shopping run, as the boot had enough room for a dozen Guinness and a bottle of wine (what more could you want?).

Around the Sky Tower



Amanda, Wayne and myself decided to practice a few circuits in preparation for the next days flying which involved a couple of shortish airstrips on the way north to Kerikeri. Whitianga is such a beautiful spot to fly around.

Our evening started at Basker's for a couple of beverages before boarding a flotilla of small craft to meander our way through the waterways, past some very expensive launches to our dinner stop at the Coubray's for wood fired pizzas. It was a great gathering, and you could sense that Tiger camp was imminent as the stories got taller than the men telling them.



Day Four: We were up and out at the airfield for breakfast for day one of the official Tiger Camp. I'd been looking forward to this section of the trip for some time, as we would be touring through parts of the country I've barely seen. Our ranks had swollen with several more Tigers, a couple of Cessnas, so we broke into smaller groups to keep things manageable.

Today's plan took us out over the top to Waiheke Island before dropping down below 1500ft at Musick Point for the run in to (around) the sky tower in a Tiger!!!! It did not disappoint, and I'm sure it was to the delight of surprised onlookers on the observation deck. We continued over Devonport out to the coast to our first stop, Mata Valley. This was a narrow strip with long grass either side, a slight uphill gradient and a steady crosswind from the left. One by one we made it in successfully and gathered in an adjacent paddock (with assistance to lift the skid over the fencing wire). Amanda and Darren gave a couple of farm staff a ride around the block whilst the rest of us enjoyed tea and biscuits.

BEF had couple of fouled plug issues which saw a congregation of "helpers" to sort the problem and we were off to the next stop at Whananaki. This is a neat little grass strip beside the estuary and not particularly long.

We were greeted by a film crew and gusty conditions along with an increasing number of spectators lining the fence. Search YouTube for Whananaki Tigers to the arrival video, I'll let you judge the landings.....

A short walk across the road and we were once again dining on a mountain of sausages and Bacon and Egg pie, which had us consulting the P charts to see if we had enough runway for the increased weight of the aircraft...we certainly ate well.

Airborne and struggling for height, we tracked north via the myriad of small bays and peninsulas that make the Bay of Islands what they are, it's truly spectacular. By "hole in the rock" we had burnt off enough fuel to enable an altitude gain, so we turned inland over Russell and a cruise ship parked in the bay, passing a very flustered helicopter pilot who clearly wasn't used to a squadron of wood and fabric in his path. The arrival into Kerikeri was fairly uneventful and felt like we had the whole Island to land on given where we'd just come from.

More layers were discarded as there was a notable increase in temperature. Remarkably, this was our first night leaving the Tigers out under the stars, but thankfully the large boulders that normally accompany picket areas were absent, and our pegs went in with ease.

Luckily, our arrivals were reasonably spread out which enabled the van to ferry people and gear into town and backload fuel to the airfield.

Wendy had organized dinner at a beautiful restaurant, the “Plough and Feather”. It’s a neat little place by the Stone Store and the curry was delicious.

Day Five: The push to the cape was here, the forecast was as good as you could wish for, light winds on both coasts, no cloud, an empty bladder and a full tank of gas – lets go! First stop was Kaitaia for a refueling stop. There was a bit of work finding someone local to bring out some mogas, both for the trip north around the cape and then again for the return to Kerikeri. The thing with Kaitaia is that it’s a massive, sealed runway, and given the Tigers have a steel tailskid and no brakes, directional control is somewhat fickle (more about that later). Funnily enough we did receive a complaint about the military, formation flying over her house, triggering PTSD or something along those lines. Doesn’t she watch Border Patrol, we were undertaking matters important to national security, reassuring the public our military might is still intact.

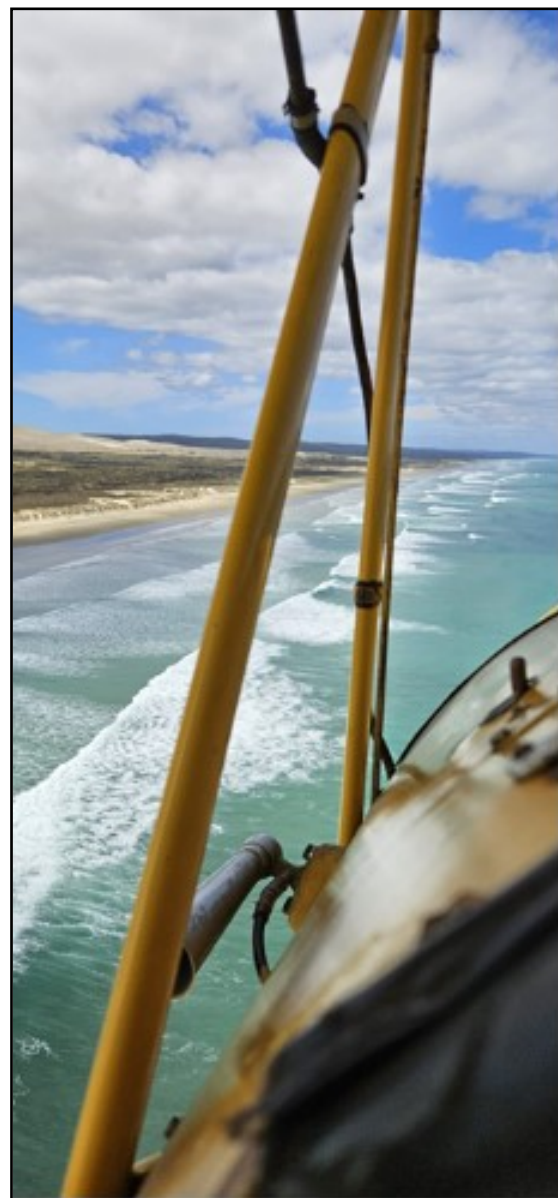
An empty bladder, a full tank of gas (important as no airfields north of here), altimeters set to “50ft QFE” we were off to the nearest white sandy beach East of our position.

The next 2 hours were some of the best flying I’ve done in New Zealand, something that was made even more magical by being in a Tiger Moth. I really fell in love with the plane, it still needs ample respect, patience and a mechanical bent, but it is so much more capable than I gave it credit for, and to be cruising along such a beautiful coastline in formation with your mates, is something neither of us will forget.

We weaved our way north over beautiful sandy beaches and the most amazing blue water, rounding the top in near zero wind. Even the Three Kings were visible, which I’m told is a rare occurrence. Passing the Cape Reinga lighthouse and startled onlookers, the day was about to get even better as we cruised south along 90 mile beach, up all the inlets of interest.

Reluctantly it became time to turn inland over distorted pine forests that graced the shore and headed back to Kaitaia for fuel. Remember what I said about having no brakes and a steel tailskid on seal? Sometimes you have to decide to feed power to turn with the potential to hit something at increased velocity or cut the throttle and pray you stop in time! I chose the latter, narrowly missing a runway light and stopped short of the ditch in front of us!

A quick fuel stop and we were off back to Kerikeri.





Day Six: A quick walk into town for bacon and eggs a decent coffee, before being shuttled back out to the airfield in preparation for our trip to Kaipara Flats. En route, we stopped into Kaikohe Airfield, another first for me, and another one of those hidden treasures and packed with history. From here it was out to the coast, soaring along the steeper cliff faces before tracking inland to Dargaville for lunch.



We hatched a plan to fly down the Kaipara harbor to “Red Horn” which doesn’t mean a whole lot until you get there! This is the location of ginormous sculptures belonging to Gibbs Farm, another WOW moment from a casual detour that made this leg truly special. From here it was a short hop into the manicured ground of Kaipara Flats for the AGM and officially the last day of the Tiger Rally.



Arrival at Kaipara Flats



Parked among “friends”

Day Seven: We arrived at the airfield early to prepare for the days flying and make the aircraft presentable to the public expected to show up later in the day. Our ranks grown to around 13 tigers and we a variety of different aircraft types for the day.

After lots of shuffling of names, version 2.0 of the competition list was presented and the briefing held. I’d entered Kathy and myself into the bombing and the air race, and myself into the spot landing, and the perfect loop. I’d only partaken in the bombing once before, had no idea what the air race was, my landings equaled all my takeoffs, so the spot landing shouldn’t be hard to work out, but I’d totaled only 4 loops in a tiger, so this category was a bit of an unknown!

Surprisingly, Kathy was actually excited to be participating in the comps, which was great to see and shows that it's not just about flying. First up, there was the bombing, with Kathy doing the drop on my call as I tried to maintain a steady speed and 200ft. After 2 goes, it was her turn to drop, but I think trying to hold the line, instruct, I had missed switching the intercom over to radio and missed one of her drops...sorry about that! My landings were successful, just not quite on the mark, so there's always next year!

Next up for me was the loop... I'll confess to being a bit nervous about this one, with Woodsy leading the charge. As I climbed out, I remember saying to myself, just have fun. I'd only got my aerobatics rating in February and was a complete novice in the Tiger, although had done a few loops in my newly acquired Pitts Special, none under 3000ft. I went a little higher to give more "smash" on the run in, which is just as well as I hadn't allowed for the lack of acceleration, so my angle wasn't steep enough. I pushed the stick forward further to get my gate speed and pulled..... Just like that it was over, I breathed a sigh of relief...



An organized Air Race start

The last run of the day was the much-anticipated Air race. This is a streamed takeoff event, around a course of several turn points (unknown to the competitors prior to briefing) with a height of 500ft....

A quick look at google maps before Kathy and I are strapped in and lined up ready to go. First aircraft departs....we all move forward, 30 second count, the marshall's hand drops, the next one is away... Now the course is under 5min so the margins are small and trust me, you can't really see where you're tracking, so having a Nav in the front is quite helpful. First turn at the intersection, tight left bank to a shed, another left turn to a glasshouse and a sharp turn for the run in home....

You can picture your wife giving you directions through an unfamiliar city, but speed up 10x....left, no right, not more left....you get the idea, what an absolute hoot! We were absolutely buzzing.

We packed the planes away for the night and headed into town for beer and medals at the Bridge House, which put on some of the best buffet food I've tasted!

We were surprised and humbled to come first equal in the Air race with the Tantrums, take out the trophy for the perfect loop and be awarded the John Crosbie trophy as well. Needless to say that festivities continued into the night and concluded with a couple drams to celebrate.

Day Eight: A slightly more relaxed start to the day with breakfast at the "So French Deli" – what a treat that was!!! Arriving at the airfield with our gear laid out beside the plane and our newly acquired silverware, Kathy and I looked at each other and knew straight away that, despite the oil BER consumed along the way, there was no way these trophies will all fit. Reluctantly we had to courier one of them south (thanks Jim).

The AGM was conducted in a timely manner, then rather than free wheel our way south, the Whiti crew kindly agreed to adopt us for another night so we could all fly down country together the following day. Besides, we'd had word that McVinnie still had some homebrew that needed seeing too.

Like you do, we took the long way to Whitianga, tracking around the Coromandel Peninsula, weaving in and out of the bays as we went, arriving back there midafternoon. It was nice having a shorter day flying as we knew tomorrow was going to be long.

Day Nine: We woke early and headed out to the airfield as the sun peaked over the horizon, making for spectacular morning photos. We said goodbye to the Whiti crew, flicked the propellers and put a few extra layers on. Despite the beautiful still conditions, we knew that we would run into a southerly front around mid afternoon, so we needed to get going. Once again, I had the lead for the trip home, which I was quite comfortable with as the place names would be easier to pronounce the further south we went.

Our first stop was Taumarunui where we refueled and stretched our legs. That took a couple of runs into town but gave us time to eat and talk to a local helicopter pilot who had been conducting powerline surveys. Just like that, we were airborne again, taking the most direct route to Kapiti and our next fuel stop. I made sure we descended to 500ft to avoid the traffic around Whanganui as the sky became gloomier and visibility reduced.

Tracking down the coast with a lowering cloud base, we all had our eyes peeled for opposing traffic, knowing we'd all be occupying a narrow band of airspace along with the reduced visibility of having an upper wing. By Otaki we hit the southerly properly and were starting to hit a reasonable headwind as we turned onto finals for Paraparaumu and the prospect of a hot coffee and whitebait fritters!

We met with Amanda's family who'd kindly made some yummy treats and do a fuel run into town whilst we devised our next move. A few phone calls south and the words "the clouds look like they're growing out of the ground" we opted to stay put for an hour or two.

Eventually we made the call to give it a go after viewing the webcams which indicated a low, but flyable ceiling. With jackets zipped up fully and gloves adorned, we pushed south hugging the coastline, that was until Wayne hit one of those potholes that caused the engine to cough and promptly headed out to sea. We could see the Brothers Islands at the top of Marlborough Sounds, so we turned to the southwest and headed across the strait, at times indicating a ground speed in the low 50s. Windy was spot on with the cloud and we knew there was a narrow band of lower cloud to get through before conditions improved at our destination, something that I kept a close eye on through preflight enroute. We dropped briefly to 700ft with the coastline on our right and soon Cloudy Bay came into view. I knew from previous crossings, this bit would be smooth, it was the small section of the transit lane along the foothills into Omaka that would put us in the lee side to the southerly that I was worried about. The chances of direct from Rarangi were slim with IFR traffic in and out of Woodbourne at the time. As we approached the ponds, the controller offered us a "track as required" which enable us to stay further off the hills, but not without a few bumps. We landed uneventfully as the sky south darkened and the rain started.

What an absolutely amazing trip, this article is long, but like everything a Tiger Moth is, it can't be rushed, the stories need to be told, and the places and the people need to be appreciated. There are so many moments to cherish, but one thing that stands out are the people that make it happen, the drivers, the people helping with fuel, food, accommodation, planning... none of this trip would be possible without any of you – thank for making us feel so welcome.

Carl and Kathy Jackson

KAIPARA ARRIVALS



The safety committee.
Keith Skilling, Bruce Lynch and his dog Miles (the messenger)



Airfield joint owners and club stalwarts Jim and Cheryl Schmidt touch down on their home patch



The McVinnies enter the "IN" ramp to the apron.
This airfield layout was perfect



Long time club mentor Jim Lawson eyes up the scene



Newest committeeman to be, Peter McVinnie and Past President Keith Skilling. Now: How many Tigers can you see?



Wayne Thomas had a great trip in ASV

Below: BAL has been part of the club for many decades. Seen here coming in with UK visitor Nigel Lemon and Jerry Chisum





ATM was first built in England, rebuilt in NZ, exported to USA, fitted with Canadian type undercarriage, now back in NZ with Alan Coubray

On the left, one of NZ's older Tigers, BAL from January 1940 alongside the first Tiger with significant NZ construction. Recently restored Warbirds ATN aka NZ751 c/n DHNZ1





**NZ's only Jackaroo arrives with the "Fly-In Doctor"
(aircraft only may apply) John Pheasant**



**Long range enthusiast and committeeman Darren Luff making
room for his trophies**



**Dave Phillips in front of BEN painted in the colours of his fathers
business, East Coast Air Services, and with yellow wing bands
BAL that was once a topdresser with this very company.**

A parliament of Tigers?





Judges.... Take your places



Master craftsman Rob McNair with his immaculate AUD



Our tactics committee (Graham Holley) about to spring into action



Upcoming Vice-president John King is a man of many parts..... some of them in his vintage Riley and he is also attracted by this Bugatti

15 Tigers
17 Gipsy Majors counting the Chipmunk and Auster

that's 35 BTH magnetos counting the one in John King's vintage Riley



Greg Bryham has traded his leather helmet for a Marshall's hat



The Tantrums go bombing



Keith and Amanda practice their synchronised formation walk



It was a beautiful, relaxed Fly-In at an immaculately prepared Kaipara Flats Airfield



New Life Member Ace Edwards gets the gen from Master John

Below: Club secretary Penny Baynes makes John cough up his fees





The local press get a tour of the Fly-in



We were pleased to host UK Diamond Nine pilot Nigel Lemon and his family. Club Captain Graeme Wood is just the man to talk shop with him



AJH about to cross the finish line

The final fly past



COMPETITION RESULTS

Spot Landing	First	Graeme Wood	6m
	Second	Bevan Dewes	9m
	Third	John Pheasant	11m
Bombing	First	John Pheasant	7m
	Second	Wendy Tantrum	8m
	Third	Carl Jackson	9m
Non Instrument Circuit	First	Jerry Chisum	
	Second	Martin Farrand	
	Third	Nigel Lemon	
Perfect Loop	First	Carl Jackson	
	Second	Darren Luff	
	Third	Bevan Dewes	
Air Time Trial	First	Carl Jackson & Wayne Tantrum	tie @ 4.17
	Third	Amanda Rutland	4.18
Tiger Moth Aerobatics	First	Darren Luff	
	Second	Bevan Dewes	
	Third	Rob McNair	



A fine selection of Trophies to be handed out to worthy recipients

List of Prize Winners

John Mackie Trophy	Spot landing	Graeme Wood
Noya Smith Tankard	Bombing	John Pheasant
E. J. Schaeffer Trophy	Non-instrument Circuit	Carl Jackson
Stan White Cup	Perfect Loop	Carl Jackson
Brodie Trophy	Air Time Trial	Carl Jackson & Wayne Tantrum
Simon Spencer-Bower Cup	Tiger Moth Aerobatics	Darren Luff
Temple Martin Cup	Most Original Tiger Moth	Bruce Lynch (ZK-ASM)
Dudley Payne Cup	Most Magnificent Moth	Wayne & Wendy Tantrum (ZK-AJH)
Scott Greaves Trophy	Best return to Service	Graeme Wood (NZ751/ZK-ATN)
Loretta McGarry Rose Bowl	Best non Moth aircraft	John Pheasant (Jackaroo)
John Crosbie Trophy	Most meritorious trip to fly-in	Carl Jackson
MLT Trophy	Outstanding Merit	Darren Luff
Pine Park Trophy	Longest flight to the fly-in (open cockpit)	John Baynes
	Gore to Kaipara Flats via North Cape in BMY	
Murray Neich Trophy	Youngest Competitor	Henry Hope-Cross
Ross Dunlop Cup	(Committee decision)	Janic Geelen
E, F, Harvie Mug	Most helpful member	Rupert MacLachlan

PRIZEGIVING



A dead heat doesn't happen very often in our competitions but it can. Congratulations to Carl Jackson and Wayne Tantrum who won the Brodie Trophy for the Air Time Trial



John Pheasant receiving the Loretta McGarry Rose Bowl for his Jackaroo, the best non-Tiger Moth Aircraft at the Fly in, about which John had a few words, but an award is an award.



Henry Hope-Cross receiving the Murray Neich Trophy for the youngest competitor.



Graeme Wood, the recipient of the Scott Greaves Trophy for the best return to service (NZ751)



It wouldn't be an AGM without a joke from former President Jim Lawson



President John Baynes presenting a Life Member Certificate to Ace Edwards: Ace was one of two new Life Members elected. The other was Bill Lamb who was unable to be there.

All photos on this page courtesy of John King

THEY WERE THERE BUT NEVER FLEW



Bruce Lynch's Tiger Moth ZK-ASM, and below, his Aeronca 100 ZK-AMW and Miles Messenger ZK-AKE both extremely rare aircraft. The Aeronca is not fast and according to Bruce has a real chance of getting a bird strike from behind!



Chipmunk hangar talk

John King words and photographs

An audience of about 60 gathered in the NZ Warbirds' main Ardmore hangar on 22 March to watch a video of the restoration to fly of Vaughn Davis's DHC-1 Chipmunk WZ865, aka ZK-CHP. Following the 25-minute video, Vaughn enlarged on the experience of importing what he called a full-size Airfix kitset, or dismantled Chipmunk, and having it restored to flight at North Shore by noted DH exponent Stan Smith.

With Vaughn to add comments and take questions later was Stan Smith himself. Some of the rebuild was straightforward, as the wing fabric didn't need to be replaced, but the engine required much work, and some 400 modifications introduced during the 47 years of the type's RAF service had to be checked for incorporation or relevance.

This rebuild is significant and adds to the gradually growing number of Chipmunks flying here, with 15 listed on the NZ Civil Register. The 80th anniversary of the Chipmunk's first flight in Canada on 22 May 1946 will be suitably celebrated in New Zealand.



Vaughn Davis and Stan Smith

And following on from that, the club is promoting a celebration of 80 years of the Chipmunk on the 23rd of May at the lovely Te Kowhai Airpark. Planning is well under way with our new TMC committee member Peter McVinnie taking the lead. We are asking anyone interested in helping with this great occasion and of course anyone with an interest in a Chippie to contact the TMC by email in the first instance and we can get you all talking together. Sooner the better. It's another club milestone. Spread the word outside the club as well.

Bevan Dewes arriving at Kaipara Flats in his Chipmunk



THE QUESTION WE ARE ALL ASKED

How many Tigers are there in New Zealand?

This list may not be 100% accurate but its as good as we can make it

Current includes those machines that are complete but not currently airworthy

Total 45

AFO/ASA	DH 82A Tiger Moth 3630	current at Tauranga
AGI/AIA	DH 82A Tiger Moth 3697	believed dismantled at Dairy Flat
AIE	DH 82A Tiger Moth 83492	current at Wigram
AJH	DH 82A Tiger Moth 82887	current at Omaka
AJP	DH 82A Tiger Moth 82346	current at Napier
AKC	DH 82A Tiger Moth DHNZ97	current at Ardmore
ALJ	DH 82A Tiger Moth 83499	current at Wanaka
ALK	DH 82A Tiger Moth 3795	current at Drury
ALM	DH 82A Tiger Moth DHNZ.91	current at Ardmore
ANL	DH 82A Tiger Moth 82512	current at Masterton
ANQ	DH 82A Tiger Moth 82906	current at Masterton
AON	DH 82A Tiger Moth DHNZ80	current at Forest Green
AOR	DH 82A Tiger Moth LES.3	current at Pukekohe
APP	DH 82A Tiger Moth 82302	current at Nelson
APS/BUO	DH 82A Tiger Moth 83393/DHNZ45	current at Wanaka
ARJ	DH 82A Tiger Moth 3357	current at Hamilton
ARZ	DH 82A Tiger Moth 82899	current at Mandeville
ASM	DH 82A Tiger Moth 82475	current at Kaipara Flats
ASV	DH 82A Tiger Moth 83384/DHNZ.36	current at Drury
ATM/JLF	DH 82A Tiger Moth 85470	current at Whitianga
ATN	DH 82A Tiger Moth 82713/DHNZ.1	current at Ardmore
AUD	DH 82A Tiger Moth 83379/DHNZ.31	current at Ardmore
AUE	DH 82A Tiger Moth 82946	current at Waharoa
AUZ	DH 82A Tiger Moth 85349	current at Whanganui
BAA	DH 82A Tiger Moth 84893	current at Wanaka
BAL	DH 82A Tiger Moth 82793	current at Gisborne
BCO	DH 82A Tiger Moth 83420	current at Swannanoa
BCZ	DH 82A Tiger Moth DHNZ155	current at Featherston
BEC	DH 82A Tiger Moth 83626	current at Pukekohe
BEF	DH 82A Tiger Moth 83323	current at Whanganui
BEN	DH 82A Tiger Moth 84671	current at Clevedon
BER	DH 82A Tiger Moth DHA844	current at Omaka
BFF	DH 82A Tiger Moth 83564	current at Whitianga
BFH	DH 82A Tiger Moth 83343	current at Mandeville
BFS	DH 82A Tiger Moth 82862	current at Masterton
BLI	DH 82A Tiger Moth DHNZ128	current at Ardmore
BLK	DH 82A Tiger Moth 82812	current at Masterton
BLM	DH 82A Tiger Moth DHNZ164	current at Waharoa
BMY	DH 82A Tiger Moth DHNZ101	current at Gore
BRC	DH 82A Tiger Moth DHNZ115	current at Mandeville
BRD	DH 82A Tiger Moth DHNZ139	current at Wanaka
BRL	DH 82A Tiger Moth DHNZ123	current at Rangitata Island
BSN	DH 82A Tiger Moth DHA501	current at Ardmore
CCQ	DH 82A Tiger Moth DHNZ132	current at Kaipara Flats
TGR	DH 82A Tiger Moth 86546	current at Oamaru

Tiger Moths preserved in Museums (not necessarily on display)

Total: 12

AIB	DH 82A Tiger Moth DHNZ75	RNZAF Museum, Wigram as NZ825
AIN	DH 82A Tiger Moth 83202/DHNZ.25	Hamilton Museum
AJL	DH 82A Tiger Moth 83206/DHNZ.29	Yaldhurst Museum
AJO	DH 82A Tiger Moth DHA489	Te Papa Museum (in storage at Lower Hutt)
AOX	DH 82A Tiger Moth DHA503	Southwards Car Museum
AQC	DH 82A Tiger Moth DHNZ.179	Gisborne Museum
"AVJ"	DH 82A Tiger Moth bitser	Classic Wings Tauranga Museum
BAD	DH 82A Tiger Moth 84648	MoTaT Museum
BAW/CDU	DH 82A Tiger Moth 3581	Ashburton Museum
BLM	DH 82A Tiger Moth DHNZ164	Fernside Museum
BQB	DH 82A Tiger Moth DHNZ147	Omaka Museum
CYC	DH 82A Tiger Moth DHNZ133	Cromwell Museum

Those currently under restoration or in storage awaiting restoration but this does include some, or whats left of them, that can only aspire to be rebuilt one day

Total: 38

A17-59	DH 82A Tiger Moth	restoration	
AII	DH 82A Tiger Moth 83468	restoration	
AIL	DH 82A Tiger Moth 83493	restoration	
AJC	DH 82A Tiger Moth 83463	restoration	
ALU	DH 82A Tiger Moth 82295	restoration	
ALX	DH 82A Tiger Moth DHNZ.70	restoration	
ANN	DH 82A Tiger Moth 83497	restoration	
APM	DH 82A Tiger Moth 3226	restoration	
AQA	DH 82A Tiger Moth 82355	restoration	
ARK	DH 82A Tiger Moth DHNZ.140	restoration	
ATC	DH 82A Tiger Moth DHNZ.88	restoration	
ATG	DH 82A Tiger Moth DHNZ.146	restoration	
AUT	DH 82A Tiger Moth 83274	restoration	
AVA	DH 82A Tiger Moth DHA235	restoration	
AVK	DH 82A Tiger Moth DHA425	restoration	
AWA	DH 82A Tiger Moth 83186	restoration	
AYA	DH 82A Tiger Moth 83346	restoration	
AYX	DH 82A Tiger Moth 82405	restoration	
AYY	DH 82A Tiger Moth 82524	restoration	
AZO	DH 82A Tiger Moth 84013	restoration	
AZQ	DH 82A Tiger Moth 3985	restoration	
AZY	DH 82A Tiger Moth 83557	restoration	
BAH	DH 82A Tiger Moth 83589	restoration	
BAM	DH 82A Tiger Moth 83256	restoration	
BAT	DH 82A Tiger Moth 82139	restoration	
BBI	DH 82A Tiger Moth 83209	restoration	
BDG	DH 82A Tiger Moth DHA875	restoration	
BDH	DH 82A Tiger Moth DHA320	restoration	
BFI	DH 82A Tiger Moth 86490	restoration	
BGR/BVN/BTR	DH 82A Tiger Moth 85826	restoration at Masterton (to become ZK-BVN)	
BJH	DH 82A Tiger Moth 84664	restoration	
BJN	DH 82A Tiger Moth 82691	restoration	
BJQ	DH 82A Tiger Moth 83454	restoration	
BJR	DH 82A Tiger Moth DHNZ105	restoration	
BLN/CCH	DH 82A Tiger Moth DHNZ110	restoration at Mandeville	
BRD/BRB	DH 82A Tiger Moth DHNZ139	restoration at Mandeville	
BRM	DH 82A Tiger Moth DHNZ152	restoration	
SSA	DH 82A Tiger Moth DHA111	restoration	

Overall Total: 95

Should any member have any additional information on any of these machines we would love to know; Contact the editor: Janic Geelen @ janic_g@yahoo.com

“I’m telling you Bob, he did start to learn to fly but never got his wings”



THE FIRST YEAR OF THE MOTH - 1925

From the establishment of civilian flying in 1919, the British Air Ministry had a plan to get more young men (in particular those who had already trained to fly in World War I) to take up flying again. Some did of course with airlines, the RAF and a hand full of intrepid barn-storming types using old wartime aircraft. But what about the thousands of other inactive pilots. How do we get them flying again?

The first attempt was to copy the Germans by having a gliding competition but that did not achieve the success the Air Ministry hoped for. In 1923 the plan moved to light aircraft, what we would call microlights today, single-seater machines powered by motorcycle engines. Most British aircraft manufacturers built prototypes but all of them were restricted to fine weather flying. The 1924 crop of two-seaters were not much better.

The appearance of the de Havilland DH 60 Moth in February 1925 proved to be the class of light aircraft everybody was looking for. Purists said it was not really a light aeroplane because the engine was too big but in practical terms it was far more suitable for flying than what had come before. The Air Ministry promised the six aeroplane clubs already established that each club would get two aircraft, a spare engine, and sundry equipment to the value of £2000. In addition if one of these machines crashed the club could claim half the replacement cost.

This was the perfect start up de Havilland could have wished for and Moths were presented to five aero clubs. They were a huge success and proved to be the reliable light aircraft that helped establish the Aero club movement not just in Britain but throughout the world.

Listed below are the twenty two Moths built by de Havillands in the first year.

G-EBKT	de Havilland School of Flying	Feb 1925	Crashed Aug 1927
G-EBKU	Mr Leete	Jun 1925	Crashed Jul 1927
G-EBLI	London Aeroplane Club (Air Ministry)	Aug 1925	Crashed Oct 1927
G-EBLR	Lancashire Aero Club (Air Ministry)	Aug 1925	Crashed Jun 1927
G-EBLS	Yorkshire Aero Club (Air Ministry)	Aug 1925	crashed Feb 1928
G-EBLT	Midland Aero Club (Air Ministry)	Aug 1925	wfu Nov 1936
G-EBLU	London Aeroplane Club (Air Ministry)	Aug 1925	Crashed Jan 1926
G-EBLV	Lancashire Aero Club (Air Ministry)	Aug 1925	current
G-EBLW	Midland Aero Club (Air Ministry)	Sep 1925	crashed Nov 1929
G-EBLX	Newcastle Aero Club (Air Ministry)	Sep 1925	Crashed May 1931
G-EBLY	Newcastle Aero Club (Air Ministry)	Sep 1925	Crashed Feb 1927
G-AUAE	Australian Civil Aviation	Oct 1925	current
G-EBME	Mr Murray	Dec 1925	exported to Australia
G-EBMF	won in London Aeroplane Club raffle by F. H. Gee, Baghdad	Oct 1925	wfu Mar 1935
Chile	Exported to Chile		
G-EBMO	de Havilland School of Flying	Jul 1926	flown to India Jun 1927
G-EBMP	de Havilland School of Flying	Jan 1926	later exported to Sweden
RAAF	Exported to Australia		
RAAF	Exported to Australia		
G-EBMQ	Lancashire Aero Club	Feb 1926	wfu Aug 1934
J8030	Air Ministry for RAF trials		
G-EBMU	D. Kittel	Feb 1926	later exported to Canada



Still flying after all these years

HOW THE MOTH PROVED ITSELF - the FIRST TEST

Alan Cobham's flight from London to Zurich and back in a day!

Such a feat was far beyond the capabilities of the so-called lightplanes powered by motorcycle engines, in fact it was beyond the capabilities of most pilots, but Alan Cobham, one of the pilots employed by the de Havilland Aircraft Hire Company, was no ordinary pilot. He had recently returned from a flight to Australia and back in a DH 50 and was keen to show what the Moth could do. Not since Bert Hinkler had flown a single-seat Avro Baby from London to Turin had anybody suggested a light aeroplane could achieve a similar flight.

On 29 May 1925, with the backing of the de Havilland Aircraft Company, Alan Cobham set out to demonstrate what the Moth could do. The flight began at Croydon, London, with a take-off at 4.54 am in the early morning light against a stiff cross wind. At first Cobham headed for Lympne where he made sure he was observed, completing two circuits and then heading off to cross the channel. The Moth had no radio so this method hopefully ensured Cobham would be rescued if he did not appear on the other side, over St. Inglevert in France. Sure enough he made two circuits there having successfully made the crossing.

From there Cobham headed directly for Basel. At first he flew over the old battlefields of Flanders, in particular, Arras, Cambrai, St. Quentin, and the forest of the Ardennes noting the countryside was still marked with the traces of battles. Then came Epinal and the Vosges highlands which were still covered by heavy morning cloud.

Cobham managed to find a way through the ranges flying past Mulhouse and Basel to make a landing at Zurich at 11 am. Six hours 6 minutes flying at an average speed of 80 mph was a performance nobody expected from the 60HP Moth.

There was a splendid reception with both military and civilian officials on hand. After a stay of around 45 minutes during which Cobham had a light lunch and the Moth was refuelled, Cobham set off at 11.45am for the return journey. The flight back proved to be a much tougher proposition for there was a strong headwind necessitating Cobham to fly at a rather low altitude (100 feet or so) across France to keep up his steady progress. The air was bumpy for most of the return journey and Cobham managed to cross the Channel in relative comfort in just 20 minutes.

Landing at Croydon at 7.30pm, the return flight had taken 7¾ hours giving an average speed of 60 mph. Overall the flight was approximately 1000 miles, took 14 hours 36 minutes with a flying time of 13 hours 51 minutes at an average speed of 71 mph. Fuel consumed was 56 gallons plus 14 pints of oil at a cost of about 1d per mile. This was faster than the 37 hours for the train journey and also a lot cheaper.

Cobham had, as he always did, completed the flight through sheer perseverance and it was unlikely any other pilot employed by de Havillands would have matched his effort. But the flight did prove that it could be done in a plane the size of a Moth rather than only by the big Imperial Airways airliners. The Moth had proved to be the practical light aeroplane it claimed to be.

The "British Standard Man" posed next to the prototype Moth to show its size



UP AND COMING EVENTS

2026

Chipmunk 80th Celebration 23 May 2026 Te Kowhai Airfield

Taumarunui Fly-in 16-18 October 2026

2027

Otago Aero Club 100 years Celebration 5-7 February 2027 Taieri Airfield (Waitangi weekend)
New Zealand's first Aero Club, although not the first to have an aircraft
Friday "The Gathering" evening of past & present members & visiting guests
Saturday is a public open day in a wings & wheels type format (not an airshow) and gala dinner
Sunday is a fly-in/drive-n lunch at South Otago Aero Club, Balclutha
Further details & registration via Website firstaeroclub.nz

Tiger Moth Club AGM Fly-in 12-14 February 2027 Rangitata Island
Note: A Tiger Camp lead up will include Taieri visit 6 February

De Havillands on display at Warbirds over Wanaka 2026



Celebrate 80 Years of the de Havilland Chipmunk

Saturday 23 May 2026

Te Kowhai Airfield

Join us at Te Kowhai Airfield to celebrate the 80th anniversary of the iconic de Havilland Chipmunk. This is a must-attend day for lovers of classic machinery, bringing together vintage aircraft, cars and motorbikes in one historic setting. There will be plenty happening on the ground and in the air.

Arrivals and Flying

- Aircraft arrivals from 11.00am
 - Spot landing competition judged as aircraft arrive
- Formation fly-over planned, weather permitting

What to Expect

- A great display of vintage aircraft, classic cars and motorbikes
- Coffee cart on site
- Guided tours of the airpark

Screening of the Chipmunk movie documenting the restoration of Vaughn Davis's aircraft

Vaughn Davis's restored Chipmunk will be on site and available for flights on the day, offering a rare chance to experience this classic aircraft in the air.

BBQ and Registration

All attendees are asked to register, whether flying in, bringing a vehicle, or attending as a visitor

- - Registration helps with catering, planning, safety and site access
 - Optional BBQ lunch available for \$20 per person
- BBQ must be pre-booked during registration

Please register here: [Chipmunk 80th registration](#)

Whether you're flying in, driving a classic, riding a vintage bike, or simply coming along to admire beautifully preserved machines, this promises to be a relaxed and memorable celebration of aviation and motoring heritage.

One of the Tiger Club's greatest Chipmunk fans—Jim Lawson seen here down south with WB566





	Built by The de Havilland Aircraft Co.Ltd, Hatfield	130HP 4-cyl DH Gipsy Major #82502
N9405	Nov 1939 RAF MU	
	Exported to New Zealand Shipped to New Zealand abd SOMERSET 15 Feb 1940	
NZ874	23 May 1940 RNZAF Unit 18, Rongotai	
	RNZAF 1 EFTS, Taieri	
	RNZAF 3 ASU, Taieri storage	
ZK-ASM	1 Jun 1948 Marlborough Aero Club, Blenheim	free issue
	Marlborough Aero Club, Blenheim	not used by the club
	6 Aug 1948 N. C. Lowe and I. D. McMurdo, Hastings	
	20 Mar 1950 Jim Frogley, Havelock North	
	19 Jun 1951 Aerial Agriculture Ltd, Hastings	topdresser
	11 Oct 1957 Temple C. Martin t/a Airepair, Hastings	
	Cancelled 17 Oct 1957 as withdrawn from use (stored as parts)	
	16 Nov 1999 Wingnut Syndicate (Bruce Lynch and G. Hogan), Auckland.	

Back in the day at Hastings—a row of Tigers and this is just one row!





Thruxton Jackaroo modified 4 seat Tiger Moth ZK-PHZ is for sale, one of only 5 flying in the world.

MAKE ME A SERIOUS OFFER

ZK-PHZ is recently 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 825, TSO 235 hours 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 235 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 en route charging and USB port for the phone.

Spares package too numerous to list here, (5 pages) includes a complete undercarriage with 700 x 6 Cleveland wheels, hyd. brakes, new tyres and tubes and tail wheel 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.

How about a syndicate to keep this aircraft and spares in New Zealand before it is advertised in the USA. I would consider repainting to a colour scheme of choice.

Contact john@pheasant.co.nz or 0279448673 for full details.

Tiger Moth Club Official Merchandise



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



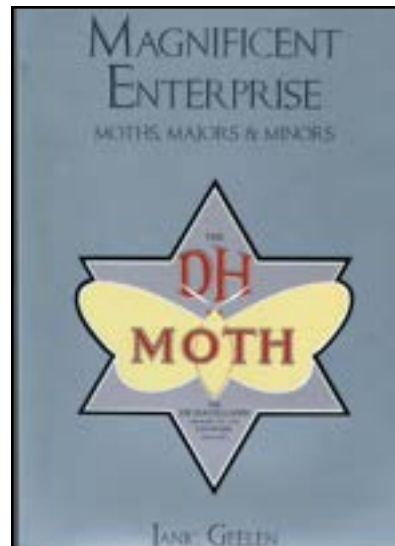
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now only \$ 35.00

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MOTHS, MAJORS & MINORS by Janie 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
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TIGER RAG PUBLICATION DATES

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

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>

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