



CYBER MOTH - SEPT 2026

Hi Everybody.

In this bulletin, with Taumarunui in mind, we have contributions from some key club members relating to our club activities, website and aircraft operations. Vaughn Davis has stepped into the competition organising role and has prepared guidelines for our clarity. Glenn Thompson has wheels in motion to organise an important presentation / forum to take place at Taumarunui (on the Friday) based on best practice management of a Tiger Moth. This club initiative is all about keeping vital knowledge alive and aims to promote correct training and operation of our nation's treasures. Dovetailing into this, Keith Skilling writes a safety reminder article as we begin another flying season and Amanda Rutland has completed the online forms that we will be using in future to help with planning and conducting of competitions. The website **Members Only section** is now live and she has given us the instructions of how to log in initially. We also include the all important **registration forms for Taumarunui** that we rely upon for pulling it all together. If you are aware of any member not receiving our bulletins, please contact us as there could be an email glitch to fix. Enjoy the content and dust off any cobwebs aircraft or pilot.

All the Best, John.

UPCOMING EVENTS - REGISTER AND BOOK NOW

TAUMARUNUI FLY IN 16th - 18th October

The 57th Taumarunui Spring Fly-In is around the corner on the 16th - 18th October 2026, the weekend before Labour Weekend.

To make it easier than ever, we now have a **registration form** to complete on the **club website** under **EVENTS**.

Go to: **Tiger Moth Club of NZ**

Click on the **three menu bars** at top right

Click on **Events**

Click on **Taumarunui Fly-In** below the photo of Tigers

Scroll down to the link for the form and click it.

Pre-planning is vital with the numbers that we have attending these days and for the expectations of our members. Catering for the dinner is always a main task and we ask you to please help us with this by **registering on the website** asap of your intention to attend.



TIGER CAMP and AGM 2027

Traditionally our annual AGM and fly-in are held on the second weekend in March. However, with the Otago Aero Club (the oldest in NZ) celebrating its centenary at Taieri over Waitangi Weekend 2027, the Tiger Moth Club Committee has decided to bring our event forward by one month and combine it with this significant aviation milestone.

This provides a great opportunity for members to participate in both events. However, accommodation throughout much of the South Island is **already in high demand for February 2027**.

To assist members, we have secured a limited number of rooms with the providers listed below until **1 November 2026**. If you are planning to attend Tiger Camp 2027, please contact the accommodation provider **directly** and make your booking as soon as possible. When booking directly, **please mention that you are part of the Tiger Moth Club. Please note that these providers will show as fully booked online.**

Important: Any rooms not reserved by 1 November 2026 will be released back to the public.

To register for Tiger Camp please click here: [Tiger Camp 2027](#)

Planned route and accommodation for Tiger Camp 2027 (airfield in brackets):

- Wednesday 3 February 2027: Blenheim (Omapere) - Commodore Court Motel
- Thursday 4 February 2027: Oamaru - Mariner Suites
- Friday 5 February 2027: Mosgiel (Taieri) - options are at the bottom of this page [The Event — Otago Aero Club Centenary](#), **please say you're part of the Otago Aero Club centenary event**. I recommend Mogiel Regency Motel.
- Saturday 6 February 2027: Mosgiel (Taieri) - options are at the bottom of this page [The Event — Otago Aero Club Centenary](#), **please say you're part of the Otago Aero Club centenary event**. I recommend Mogiel Regency Motel.
- Sunday 7 February 2027: Gore (Mandeville) - Croydon Lodge
- Monday 8 February 2027: Mossburn - Mossburn Country Park
- Tuesday 9 February 2027: Mossburn - Mossburn Country Park
- Wednesday 10 February 2027: Alexandra - Alexandra Heights Motel
- Thursday 11 February 2027: Eyrewell (Forest Field) - Kokomuka Lodge (**email Amanda at tigermothclub@gmail.com to book this**)

If you are joining us at Rakitata Island for the AGM and fly in please arrange your own accommodation in Geraldine for Friday 12th and Saturday 13th February 2027. Please book early.

Below is a list of accommodation for the weekend but there are other options available:

Andorra Motel	036938622
Geraldine Motel	036938501
Asure Scenic Route Motor Lodge	036939700
Geraldine Top 10 Holiday Park	036938147



OTAGO AERO CLUB CENTENARY

Please note additional registration is required for the events at Taieri for the centenary of the Otago Aero Club. To register please go to this website: [Otago Aero Club Centenary](#) and click on 'Get Centenary tickets'.

There are three events happening as part of the centenary celebrations which we are planning to be involved with, please ensure you register for each of these separately using the link above:

1. Friday night: Aircraft arrival and The Gathering
2. Saturday night: Gala Dinner
3. Sunday: A flyaway to Balclutha for lunch with the South Otago Aero Club. Please note that we will leave Balclutha after lunch and head to Mandeville for Sunday night (about 35 minutes direct in a Tiger Moth).

There will be a family open day on Saturday with all aircraft including visitors on display behind a secure fence for public viewing. Also space is available for those who prefer not to be displayed. The club will be asking for Tiger Moth histories that they can put on display. Due to the size of our group, the Otago Aero Club team would like us to have registered for these events by **1 November 2026**.

Get onto those accommodation bookings **now**, first in first served!

Watch for further Cyber Moth Bulletin updates and keep wishing for good weather!

AND NOW OUR FEATURED ARTICLES FOR THE BULLETIN

Taumarunui 16th Oct 2026. Tiger Moth Technical Forum - Instructor & Mentor.

- Glenn Thompson -

Members are invited to apply for a position on the TMTF – I & M.

Much institutional knowledge has been lost due the passage of time and some incorrect information and operating procedures have developed for various reasons.

The aim of the TMCNZ Instructor & Mentor Forum is to develop recommended information and procedures for consistent understanding for both instructor, mentor, student, and rated pilot, NZ wide.

Various accidents over the last 40 years have at least in part had an element of deficiency in knowledge/procedures imparted during the type rating process.



The plan is to present the TMTF manual and PowerPoint, with topics related to type ratings

The concept of recognised Tiger experienced mentors within the TMCNZ is so that pilots have ready access to standardised consistent information in their local area and when participating in club activities.

This forum will work best if we have input from both old hands and pilots without wrinkles

As the lead of this project, I would like to collect queries from instructors and type rating notes instructors are using whilst giving type ratings, to canvas a range of information in advance of conducting this forum and to try to find answers in advance of the forum.

Location: Taumarunui **Friday 16th October 10am.** Lunch: Available

Places are limited so please reply ASAP to get a spot in the forum using the email address below.

Glenn Thompson email moth.engineering.forum@gmail.com

027 243 1089

SAFETY BRIEFING - By Keith Skilling

It is many years since I completed my Tiger Moth rating so sadly some of it is forgotten, but, I can still observe and as we approach our first major outing for the season at Taumarunui, perhaps a few of my recent observations from the last ten years or so there may help your preparations .

Most of these really go without saying, but I'll say them anyway in the hope that something may jog you into action.

The aeroplane, yes it's legal and serviceable but when was it last flown? Fly it several times well before the event, very minor broken things can spoil you getting there. Last week a front door hinge broke on my Cessna 180, very minor but a long time to source replacement parts. Yes I know, who needs doors?... but that leads me to my next point.

Currency! This is a little more than the basic three circuits. Get out there and bash the circuit, practice landing on the spot, glide approaches, stalling, side slips and a spin or two and become thoroughly current. Watching some of the approaches and landings at past competitions has convinced me that little has been done prior to the event. Those marking the competition are looking for good stable approaches and three point landings, (in real aeroplanes!) anything else doesn't count.



And with bombing safety and consistency is the key. Flying just above the stall does not help accuracy so practice flying at a stable height and speed with your left hand out of the cockpit, know what power setting maintains a safe and consistent speed. Likewise, flying at the same altitude for each pass removes another of the variables. Flying lower doesn't help, unless you're at 10 feet and then you'll be sent home anyway, so stay at a constant 200 agl and remove the variables....and disqualification.

When did you last fly into an uncontrolled airfield, besides your own airfield? CAA have spent a large amount of time and your money to try and prevent incidents in one of our most dangerous pieces of airspace. Standard overhead joining procedures have changed many times over the years regrettably, so take a moment and refresh yourself on the current thinking so that we're all on the same page. And please, clear and concise radio calls...if you have a radio!

A reminder of caution when climbing into the high ground down wind and the poor horizons because of the nearby hills particularly at the northern end. This has caught pilots out before, particularly at low level and when looking out for other traffic in the circuit. A gotcha so beware .

I hope you are all practicing for the novice aerobatic trophy. This is a great initiative from Jerry Chisum and there is no excuse for not finding an instructor and pushing your boundaries, you will really enjoy it and wish you had done it earlier. Along with gaining a valuable new skill.

Another Tiger Moth has nosed over during starting, it's still happening! I know that you've been starting Tigers for years, but please don't take it for granted. Turn your aeroplane away from the crowd and insist on the help of another experienced person, there are plenty of them at TM.

Finally, please listen to and comprehend the briefing. Take notes. It never ceases to amaze me how many mistakes are made that had clearly been covered in the briefing. Don't be afraid to clarify if you are unsure because there will surely be someone else at the briefing wondering the same thing.

I look forward to seeing you all at Taumarunui.

Keith Skilling



Bombs, barrel rolls and bounces... notes from the Kaipara Flats comps

TIGER MOTH CLUB OF NEW ZEALAND

COMPETITION RULES, PROCEDURES AND JUDGING GUIDE

VERSION 1

2 SEPTEMBER 2026

AIM:

The aim of running the competitions is to provide a safe, controlled way for pilots to improve their flying skills in a fun, competitive environment.

ADHERENCE TO RULES: Any pilot entering a competition **MUST** attend the overall main briefing and any briefing specific to a competition.

We are not running an “aviation event,” so Civil Aviation Rules apply while flying in the competitions. These include:

Instruments required for flight (Rule 91.509) This is why the safety pilot in the non-instrument circuit must have an operating ASI, altimeter and tachometer.

Minimum altitudes (Rule 91.311) This rule allows us to fly below 500 feet AGL for the bona fide purpose of participating in the bombing competition. The time trial exercise is not considered by the Club to be a bona fide purpose to descend below 500 feet AGL so the aircraft must climb out to 500' along the briefed course and descend for an approach and overshoot.

Radio calls in the circuit (AC 91-9) Standard unattended circuit calls are still required even though you are flying in a competition. At minimum we expect:

- Lining up
- Rolling and intentions (these first two may be concurrently)
- Downwind and intentions
- Final and intentions

(See bombing, spot landing and non-instrument sections for requirements specific to these events.)

Circuit direction. (Rule 91.223) All circuits and joins including those flown as part of competitions must follow published or briefed circuit directions. Calling “non-standard” does not get you off the hook! Circuit joins as part of the air race event must comply with standard joining procedure (which can include a straight in approach but not a base turn against the circuit direction).



Dropping articles from aircraft (Rule 91.235): A pilot of an aircraft must not allow any object to be dropped from that aircraft in flight unless the pilot has taken reasonable precautions to ensure the dropping of the object does not endanger persons or property. This means it is the pilot's responsibility to ensure the bombing area is appropriately clear and correct before releasing each bomb.

Aerobatics (Rule 61 subpart L) This limits aerobatics to 3000 feet AGL if you don't hold a current aerobatics rating or 1500 feet AGL if you do.

PILOT IN COMMAND AND AIRCRAFT REQUIREMENTS:

This section is a reminder only as the points covered should be standard whenever you fly. Remember though to check well before the event:

- BFR and medical – current (unless an instructor will be PIC)
- Type rating – held for aircraft type
- Aerobatic rating – current if you plan flying below 3000 feet
- Instructor rating – current if you will be flying as a non-instrument judge
- Aircraft serviceability – in accordance with Rule 91.603 and Rule Part 43.

BOMBING:

The aim of the bombing event is to drop two bombs as close to the centre of the target as possible.

Scoring is based on your best bomb, not an average. Scores are measured in paces from the centre of the target. (Just hope your judge has long legs...)

In the event of a tie, each competitor's other bomb will be used as a tie-breaker.

Minimum altitude for the bombing run is 200 feet AGL. If the judges consider you to be low on your first run you will receive a warning by radio and the bomb drop will not be scored. If you are low on both runs you will be disqualified.

There is no minimum speed for the bombing run but the aircraft must be flown in normal balanced flight, not slipping or skidding. If the judges consider you to be flying in either of those conditions or dangerously slow (high nose angle, sluggish roll control) then you will be warned then disqualified as above. The bomb drop will not be scored.

Procedure:

Collect two bombs per competitor before engine start. (If you plan to have two competitors in one aircraft remember to include that detail when you register and be clear to the judges about who is flying.)

Include "bombing" in your rolling call, e.g., Kaipara Flats traffic, ATN rolling 25, remaining in circuit, bombing



Include “bombing” and competitor name in your downwind call, e.g., “Kaipara Flats traffic, ATN downwind 25, bombing, Pete.”

Include all of the above in your final call as well as e.g. “first bomb” or “second landing”

SPOT LANDING:

The aim of the spot landing event is to safely make two precision three-point landings **abeam** the centre of the bombing target. The competitors final score is the **average distance** from the datum mark **of the two landings**.

Most pilots will compete in both the bombing and spot landing events. Usual practice is to fly your two bombing circuits first, then continue in the circuit for spot landings (touch and go followed by full stop).

The bombing target will be offset to the side of the strip. **Do not land on it!**
Land abeam, a sensible distance out.

Scores are measured in paces from **abeam the centre of the bombing target** to where your mainwheels touch down. Unless conditions cause the organiser to specify and brief otherwise, the landing is to be three point.

Three point landing: a three point landing is one in which the mainwheels and the tail skid or wheel touch down at the same time. Judges may apply a small amount of discretion – so a landing where the tail touches fractionally before or after the mains may be accepted to break a tie.

Safety: landings must be preceded by a normal approach at safe airspeeds. There is no requirement for this approach to be a glide but glide approaches are acceptable if the safety requirements are met.

If the judges consider your first approach to be unstable or unsafe (low, unusually high nose attitude, low speed, sluggish roll response) you will receive a warning via radio and the landing will not be scored. If your second run is also judged to be unsafe then you will be disqualified.

If in doubt, go around! Be aware of the environment of other aircraft etc. A good go around decision automatically enters you in the hotly contested Best Airmanship competition.

NON INSTRUMENT CIRCUIT:

The aim of the non-instrument circuit event is to safely fly one circuit while staying as close to the nominated climb speed, approach speed and nominated heights as possible. Balance throughout and rev settings (at nominated points) will be marked.

Safety pilot: the safety pilot must hold a current A,B, C or D Category instructor rating and a type rating for the aircraft type being flown. The safety pilot must be



designated pilot in command for the flight. Any instruction by the safety pilot must be immediately followed, including a command to take control.

If the safety pilot decides to take control, the standard procedure must be followed:

Safety pilot: "I have control" (waggles stick)

Competing pilot: "You have control" (waggles stick)

Procedure: the safety pilot and the competing pilot should brief the event fully. For this reason, engine-running pilot swaps are not recommended for this event, unless all pilots involved have briefed before engine start. The brief needs to cover:

- The safety pilot (instructor) is pilot in command
- Handing over control procedure
- Nominated speeds and heights

Judging criteria: The non-instrument circuit will be judged on:

- Climb speed: one point for every MPH or knot above or below nominated speed
- Downwind altitude: one point for every 10 feet above or below nominated altitude
- Turn to final height: as above
- Final approach speed (crossing the fence): one point for every MPH or knot above or below nominated speed.
- Balance: Points TBA at briefing

A perfectly flown circuit will score zero points and in the event of a tie, judges' assessment of the general smoothness and accuracy of the whole flight will determine the winner.

PERFECT LOOP:

The aim of the perfect loop event is to safely fly a loop that appears circular to the judges, in other words "the least pear or egg shaped track in the sky."

Safety: If in the judges' opinion you are flying well below your minimum legal altitude (3000 feet AGL without an aerobatic rating, 1500 feet AGL with an aerobatic rating), a score for that loop will not be given and you will be advised by radio.

No passengers are to be carried in this event.

AEROBATICS:

The aim of the aerobatics event is to safely fly the provided routine as accurately and smoothly as possible.



The aerobatic routine will be supplied to competitors prior to the event.

Safety: If in the judges' opinion you are flying well below your minimum legal altitude (3000 feet AGL without an aerobatic rating, 1500 feet AGL with an aerobatic rating), a score for that sequence will not be given and you will be advised by radio.

No passengers are to be carried in this event.

Time Trial Exercise:

The aim of the air time trial exercise is to complete the pre-briefed course as quickly as possible. For this reason, the event is only open to Tiger Moths. NB CAA rules for minimum VFR altitude, circuit joining procedures and radio calls all apply.

Competition JUDGING: The judges will join in a separate briefing prior to competition commencement to discuss all aspects of their task and plan their undertaking including all safety and risk management. It is hoped that the judges will be confirmed prior to the day and given any supporting notes etc for the task.

ENTERING COMPETITIONS:

We are also launching the entry to competitions in a new way. An entry form will be on the club website under Members Only. Please fill this out **before arriving** at Taumarunui. This is to make the organiser's job more streamlined on the day.

SUMMARY:

Goal one is to end the day with the same number of aeroplanes and pilots we started with.

Goal two is to have fun.

Goal three is to win.

Vaughn Davis,

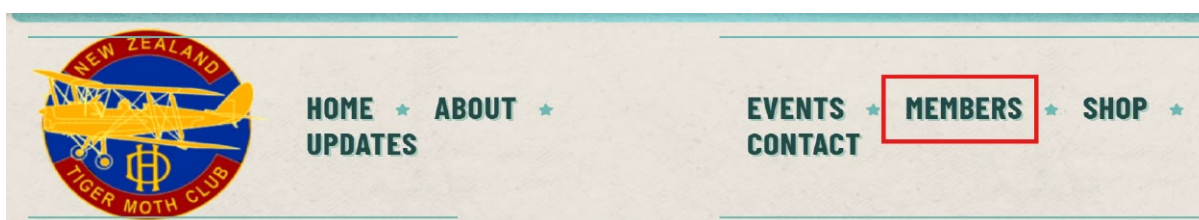
Competitions Coordinator.



WEBSITE MEMBERS ONLY SECTION - Log in Instructions

The first time you wish to access the members area on our website, you need to **register yourself**. Follow the instructions below to set up your username and password.

- Navigate to the Tiger Moth Club website www.tigermothclub.co.nz
- Click on **MEMBERS** at the top of the screen:



- Scroll down and click on '**Members Only**':



- Scroll down and enter the following details then click REGISTER (do ***not*** click Login at this stage, and do ***not*** click 'Keep me signed in'):
 - Username = **tigerclubmember**
 - Password = **!tigers2026!**

I'm sorry, but you do not have access to view this page. If you have a login, please use it here, or click the Register button to create yourself as a new user.

Username or E-mail

tigerclubmember

Password

☐ Keep me signed in

Login

Register



- If you accidentally click Login at **this stage**, close the tab and start again.
- **Scroll down and fill in the details on the form. Set your own password then click Register (not Login):**

Username

First Name

Last Name

E-mail Address

Password

Confirm Password

- **Congratulations you are now registered to access the Members Only area of the Tiger Moth Club website. Please note that access is conditional upon membership fees being paid annually.**
- Next time you access the website and click on the 'Members Only' area, enter your **own username and password**, not the generic one above, tick the 'keep me signed in' box if you like, and click Login:

I'm sorry, but you do not have access to view this page. If you have a login, please use it here, or click the Register button to create yourself as a new user.

Username or E-mail

Password

☐ Keep me signed in

[Forgot your password?](#)

Please note that the **generic login details provided above are temporary**; you will not be able to continue using these indefinitely so **you must register yourself to maintain access to the members only area** of the website. If you experience issues please send screenshots and a detailed account of your issue to **tigermothclub@gmail.com** for assistance. We're here to help if you have any issues.