

THE TIGER MOTH CLUB OF NEW ZEALAND INC.

TAUMARUNUI FLY IN 13<sup>TH</sup>, 14<sup>TH</sup>, 15<sup>TH</sup> OCTOBER 2017.

We have been invited back again, to the best aerodrome in the North Island, thanks to the Taumarunui Aero Club. We have got to make sure that we take the best weather with us when we go.

This year is going to a little different because it is also the 50<sup>th</sup> anniversary of the opening of the airfield. Opened by non-other than the Prime Minister, Keith Holyoake.

On Friday the 13<sup>th</sup> October we will be holding the usual barbeque at the High School Hostel, so to be sure of a good tie down spot for your aircraft and a good place to put your head down, get there early. We have been afforded the opportunity to stay at the Hostel again and the numbers to book a bed are as follows.

Please use the preferred method of contact and that is by emailing Keri Baker at [neck11@vodafone.co.nz](mailto:neck11@vodafone.co.nz) Or phone between the hours of 9am-3pm at home on 07 8957837 or between the hours of 3pm-10pm at the Hostel on 07 8956320, cell 02040802403.

Accommodation is going to be a little tight, in Taumarunui for that weekend, as the Vintage Car Club are also holding an event, so if you are going to stay in a motel, I suggest you get on the phone ASAP to book a room.

On Saturday the 14<sup>th</sup> October we will be holding our competitions and we would like to think that the great team of Jan Crossan and Wendy Tantrum will be on hand to get you up and flying on time. They proved their point at Omarama, so be warned.

The Saturday night dinner is to be held in the Golf Club rooms again, which is only a short walk from the Hostel. For visitors staying in town, we have been lucky again to be able to use the Hostel minibus to get us back and forward, which will incur a small fee.

To be sure of a place at the Golf Club for dinner and Trophy presentation, please fill in the enclosed registration form. Note that it can be done on line for your convenience and there is also a closing date, first come, first served.

On Sunday the 15<sup>th</sup> October we hope to enjoy the company of some ex and current top dressing pilots and planes, whom at one time or another were able to use the airfield in the course of their duties in the topdressing days. Rumour has it that the Warbirds may also pay us a visit.

TM Trophy holders, do not forget to bring them with you, suitably inscribed and nicely polished, you may have to hand them on to someone else.

Jim Lawson. President.

## THE SOUTHERN SAFARI 2017.

A tremendous amount of work, by the Committee, had gone into making all the arrangements for the Safari around the South Island, but weather-wise, things did not look that good as it was playing its usual game of, on again off again. However come the day, the weather was AOK when Neil and I loaded up Chipmunk 27 and blasted off. Neil was to fly the first leg, so it was all on.

On the way to our first fuel stop at Wanganui, we saw some of the other Safarians on the ground at Taumarunui, so we landed and touched base with them all. They had stopped for fuel and had lunch as well. Come time to leave and Jeanette was like a cat with two tails, she was going to fly with John Lamont in Tiger Moth ZK-CYC down to Omaka. CYC was no stranger to Taumarunui, it was present when the Tiger Moth Club of NZ was first formed there in 1969



and had subsequently flown in there many times in the hands of the previous owner, the well-known, late Ross Duncan. This was to be a rather nostalgic flight for Jeanette as she had flown in CYC for many, many hours and now it was going to the new owner and a good home, John Perriam of Bendigo

Station in the South Island, taking it far out of her reach. It was good to see CYC at Taumarunui again. But time was of the essence, so we took off and headed for Wanganui.

After leaving Wanganui with full tanks, we had to get past Ohakea and as usual, chaos reigned, they sent us out to sea and forgot about us, typical. When we left the North Island down below Paraparamu, the South Island was nowhere in sight, again, par for the course, so just set heading and wait. We flew under a bank of cloud and eventually reached Rununder Point, where Woodbourne Tower gave us a clearance for Omaka, with a proviso that we may get held up due to an emergency, a Tiger Moth with damaged undercarriage was to attempt a landing.



We managed to get on the deck before the lame Tiger Moth forced landed in a big gorse patch, neither occupants were injured which was good, but the aircraft was not so good. We taxied in and found a spot among the large contingent of aeroplanes that had arrived before us, to be greeted by my friend Richard Nowland who kindly agreed to run us into town so that we could book into the motel. We picketed 27, put all our gear into Richards car and we were off. Once booked in we went back to the airfield for a few drinks at the Marlborough Aero Club bar with a barbeque meal to follow. There was more than enough to eat and drink, thanks to the Aero Club members.

Next morning we got a lift out to the airfield and prepared 27 for the next leg of our journey. The main group were to overnight at Hanmer Springs but we had our overnight stop arranged at Lou and Leslie McAlisters, just outside



Cust. Lou has a strip beside his house and he keeps his Chipmunk in a hangar conveniently positioned behind the house. I was to fly this leg, as I had a fair idea where Lou had his strip. After take-off, I headed out through the Taylor Pass but the Kaikouras were shrouded in cloud so we had no option but to head up North a wee bit to find a way through, which we did. After that we had an easy flight down to Rangiora where we had planned to stop and refuel. On the way we witnessed the various road closures, due to heavy rain which caused slips that had isolated the Kaikoura Township and other villages in the same area.

With our tanks full of gas I took off from Rangiora and headed for Cust, Lou's strip was just down off the main road and as I had been in there a few times, we soon picked it up. I did two go rounds before we eventually landed, my lack of currency certainly showed up. Lou was there to meet us and he drove us, in style, in one of his vintage cars the very short distance to the house. Leslie was there to greet us with a very satisfying afternoon tea. (We were supposed to be there for lunch.)

Later in the afternoon, another good friend, Jim Chapman arrived in his Lom engined Chipmunk. The engineering that went into fitting that engine into the Chipmunk was first class; Jim and Don Pennial have something to be proud of. For the rest of the afternoon we had a very congenial conversation and cup of tea. Needless to say we went back over some of the old times as *old* pilots tend to do, but with no alcohol, Jim had to get back to West Melton. With the day drawing in it was time for dinner, beautifully prepared by Leslie, she who thinks of everything.



In the morning, after breakfast, Lou took us for a drive round his farm, again in his vintage car and showed us where and how they were harvesting, the harvester was a huge machine driven by Lou's eldest son. Neil had a ride in the air-conditioned monster which he thoroughly enjoyed. After that we were taken to see a man who refurbishes small vintage piston engines which were, at one time, used to drive various pieces of farm machinery, for example, water pumps, generators, wool clipping shears, etc. He had a shed full of different examples, all in brand new condition and serviceable, which he demonstrated by starting them up. But time was rolling on and we still had a few hours flying in front of us, so it was back to the house, it was then that Lou showed us his collection of vintage tractors which he had painstakingly refurbished. In the same shed he also had a collection of vintage and classic cars, the sight of which, made us forget we were supposed to be on our way.

Eventually we loaded all our gear into 27, complete with a pack of sandwiches which Leslie had made up for our lunch. We were ready to go, but not before we said farewell to my very good friends, Lou and Leslie, whom I have had the pleasure of knowing for a very long time and whose hospitality is excellent. I hope to be able to return the compliment one day.

The take-off was uneventful and we set heading for Ashburton where we planned to refuel before flying up the Waitaki River to Omarama. At Ashburton we very quickly topped up our fuel tanks and with some handy hints from some resident pilots with good local knowledge, about the best way to get to Omarama, we took off and headed down the coast to the mouth of the Waitaki River. After turning up the river and heading for Omarama, it was not long before, after some quick calculations of the usual, time to go, fuel and ground speed, at that point 35 knots, I knew we would run out of fuel before we got there. At exactly the same time Neil said he had come to the same conclusion, so it was about face and go to Oamaru for fuel.

After landing at Oamaru in a gale force wind, we were welcomed by a Club member who opened up the Club House so that we could refresh ourselves for the next part of our journey. He was a nice chap, because he thought Chipmunks were really good aeroplanes, another thing, the landing fee was only four dollars. With full tanks we were on our way again, confident in the knowledge that we would get to Omarama with fuel left over.

Soon after take-off it became obvious that the head wind was increasing and along with the gusts, was going to make the flight a bit uncomfortable. The visibility was very good so we had no problem seeing where we were going, but it was going to take a long time to get there. Our ground speed for most of the way was around forty knots, at one point I had the nose up, more power than usual, 31 knots ground speed and was losing altitude. Never mind, at long last Omarama airfield appeared in the distance, so I made a straight in approach and landed, pleased to get out

of the very rough wind after a 1 hour flight that should have taken only 40 minutes. There were a lot of other Club members there already and they had to endure the same sort of weather on their different ways over.

On the ground, Ken Jones was there to guide us to our tie down spot, where he had spent some time, before we got



there; digging up the tie down cable which time had covered with top soil. Thank you Ken, it made tie down easy. Before the end of the day there were four Chipmunks, nicely lined up at the tie down spot, of course we were outnumbered by eight pristine Tiger Moths, a DH60g Moth, a Fox Moth and a Beaver, all from the DH stable. Alongside us, there was a collection of other Club member's assorted aircraft, altogether, putting on a memorable display.

That night, (Friday,) we had a barbeque along with a few drinks which made for a very pleasant evening. For a few of us there was still a lot of work to be done. Next day was competition day and we wanted it to go as smoothly as possible as we were restricted somewhat by glider operations, but we had good liaison with the Gliding Club officials who went out of their way to help. After a few mini meetings with the Team, we felt we had everything in place. At this stage I must point out that this was just the real beginning of the Safari, away from the comforts of home, as it were and a lot of hard work had gone into getting everything in place, so I thank everyone for their efforts, especially the South Island members of the Team.

Saturday morning briefing for the competitions, always difficult getting everyone there, I wonder why? I was late as well, went off OK and all the pilots names went up on the board for the various competitions. This is where Jan Crossan put up her hand to organise the bombing and spot landing section, she enrolled the assistance of Wendy Tantrum and between them they came up with a very good plan, which went extremely well at the field. The bombing and spot landing was finished by lunch time, (unheard of,) so, needless to, say Jan and Wendy's services will be again be deployed at Taumarunui in October. No arguments, just get there. While the various competitions were taking place, other members took the opportunity to go for flights in gliders, which turned out to be a great experience. John Pheasant, (the Fez,) in his vintage Tiger Moth, towed a vintage glider off the field, something that had not been done for many years. Good on you John. I must mention here that one of our members volunteered and took part in the judging of every competition that we held, surely this must be a record. Well done Keith Skilling.

The dinner that night went off very well, with the usual, mild inebriation coupled with fun and games, we also had a surprise guest. Henrietta Russell, the President of the UK Moth Club honoured us with her presence and was co-opted into presenting the trophies, ably assisted by Jan Chisum our Vice President, to the various winners of the competitions. Little did many of the guests know, Henrietta asked me to keep it low key, that she was the Duchess of Bedford, whose home, Woburn Abbey, was the scene of many UK Moth Club annual events. Henrietta assured me that she was quite adept at trophy presentation, given that she had gained plenty of practice during the many times she attended the UK Moth Club events. As it happened, Henrietta had a birthday that weekend and the two Poms, Dennis and Tricia Neville, on behalf of the NZ Tiger Moth Club, presented her with a small gift which should be a reminder of her visit to us at Omarama. Dennis



and Tricia have visited us before and flown on other Rallies, making many friends, they are welcome anytime, as is Henrietta.

Sunday morning arrived with the usual gaiety after a late and busy night, but it was time to get down to the sobering business of the Annual General Meeting. All in all we had a very busy, but successful year, with the Treasurer, Grant Drinkrow presenting a very favourable financial statement. A lot of our gains have been the hard work of Karen Drinkrow being heavily involved in the buying and selling of our merchandise, thank you Karen, see you at TM. The election of Officers saw no changes, as did the election for members of the Committee, with one additional member, Glen Thompson representing us in Dunedin. Glen is a long time Tiger Moth Club member and we welcome him back into the Committee.

The rest of Sunday was spent by the members going on local flights, taking people for flights and generally enjoying the day and flying. Ryan Southam spent a lot of time with the members of the Timaru ATC who, over the weekend had been involved in security and helped with other jobs as they became necessary. Most of them were taken for flights in Club aircraft, a token of our thanks to them for their efforts over the weekend. A thank you also, to Ryan and Tracy for their involvement with the ATC lads.

Monday morning arrived with a rush and a roar, Neil and I had commitments back in the North Island which meant we had to be up and away as early as possible. The weather is always a consideration, but we were lucky and were able to get away early. We had a long day in front of us, as we had planned to get back to Te Kowhai before dark. Neil flew direct to Rangiora for our first fuel stop and we were favoured by a wee tail wind. After refuelling we were away again on the next leg up to Omaka, where we stopped for more fuel and lunch. Fuel was no problem, but lunch was a different story, the age old convenience of being able to buy a frozen pie, at the Marlborough Aero Club, heat it up in their microwave and enjoy, had long disappeared. However the lovely girl in the flight office took pity on us and ran us down to her favourite pie shop, which she said made the best pies in Blenheim. I must say, I agreed with her, the pies were extremely yummy.



Off again, this time over the water to the North Island, our next stop for fuel being Wanganui, again the weather was good to us and we had a good flight, this time with no problems getting past Ohakea control zone. At Wanganui we met up with Rob Mackley and his Stearman, he was also heading back to Auckland from Omarama. With fuel aboard the plane and coffee on board the drivers, we were all set for the last leg. The wind seemed to be swinging around all over the place, so Neil picked the best runway, into wind and we were away. On the way we heard a lot of activity at Taumarunui, there was a Gliding Club event taking place, so we gave it a wide berth. It seemed odd, being that close to Taumarunui, but not landing there. However we made good time and were soon overhead Te Kowhai where Neil did a greaser of a landing and stopped at the pump for fuel.

Putting the Chipmunk back in its hangar, was the end of another great flight, Neil had done a good job of all the flying on the way back from Omarama, seven and a quarter hours of it. Another flight that we both learned something from, one never stops learning. Throughout the trip away, Chipmunk 27 performed faultlessly, a tribute to its designer and manufacturer, well done DH. I would like to thank Neil for the opportunity to tag along on the trip in his aeroplane, it may have been my last. From subsequent stories, written by some of the itinerant pilots who completed the Safari, it proved to be another great success. I would like to thank them for their involvement and conviviality, which was evident on the part of the Safari that I undertook. Also again, I thank the Committee for their hard work in making the Safari the success it was.

Jim Lawson. President.

Well known DH82 Tiger Moth ZK-BEF, owned by the CHB Aero club at Waipukurau since 1994, is reluctantly offered for sale by tender in “ As Is, Where is” condition.

Details of tender may be obtained from Ross Macdonald, CFI, CHB Aeroclub.

[Ross.mac@xtra.co.nz](mailto:Ross.mac@xtra.co.nz)

