

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

FEBRUARY 2006

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Annual fly-in and competitions Whitianga, 10–12 March

This is the biggie for the year, the time when as many members as possible gather for our annual flying competitions, tall story-telling, celebrations, dinner, annual general meeting and general knees-up. The date has been put back to March this year in view of the increasingly unreliable February weather of the past few summers, in the hopes that the normally settled weather of early autumn will smile kindly upon vintage aviators.

(As this is being written, in mid-February, the sun is shining and the country is covered by a large and amiable anticyclone. There is a lesson there somewhere, if only we could work out how to find it. Sigh!)

The spin training programme will be under way, which suggests that, along with our normal flying programme for the day, Saturday will be a busy time. People are asked to be at the briefing on time so that everything can be accomplished in an orderly manner and without any last-minute panics.

Whitianga needs no introduction to northern members, but those unfamiliar with the Coromandel Peninsula should be warned that the area's volcanic backbone is spectacular, largely vertical and bushclad, the airfield has two long grass runways, the airspace has no limitations, the people are friendly and climate is benign — except when there's a tropical depression moving down from the north, in which case you have to stoop to see under the cloud.

Since this is the Year of the Tiger, or the 75th anniversary of the first flight of our favourite DH type, we hope to see as many Tiger Moths at Whitianga as possible (flying wire ADs and other imponderables permitting, naturally). Numbers at the fly-ins have been dwindling in recent years, for reasons yet to be determined, and even the president's predictions of Chipmunks outnumbering Tigers haven't proved correct.

So get your act together, prove the pessimists wrong and make 2006 the Year of the Many Vintage Aeroplanes. Come to Whitianga!

Competitions

The club's annual flying competitions will be held at Whitianga aerodrome on Saturday 11 March, with briefing at 0930 NZDT, sort of sharpish, more or less, in line with our normal laid-back club atmosphere. Latecomers, however, will



John King

Some DH types were, appropriately enough, present at North Shore's de Havilland Day on 3 December for the launching of Richard Waugh's new book, LOST ... without trace? which is reviewed on page 6. Both these aeroplanes, the Tiger Moth previously owned by our late patron, Sir Peter Elworthy, and the Beaver tucked in behind, are planned to be at the Whitianga fly-in next month.

have to ensure they are fully briefed before taking part in any competitions or local flying.

For the benefit of new members and visitors, plus those who need to be reminded, the following competitions make up the major flying activity of the Tiger Moth Club at its annual event. Any club member may (and in fact should) compete, although there are aircraft type restrictions on some events — and no trophies may leave these shores. In alphabetical order they are:

- **Aerobatics**, for Tiger Moths and Chipmunks only, with separate trophies and the best Tiger Moth aerobatic pilot being eligible to enter the DH Moth Club's international aerobatic contest at Woburn on 20 August.

Current CAA rules, which will be strictly enforced, state that the minimum height during aerobatics is 1500 feet AGL for the holder of an aerobatic rating; otherwise 3000 feet. No passengers may be carried, and anybody wanting to compete down to 1500 feet will have to produce documentary proof of a rating. And remember that transgressing the height restriction will result in disqualification.

The aerobatics routine is back to our old standard one and may be found on page 7 of this newsletter. Keith Trillo is once again in charge of this department.

- **Air race**, or more accurately time trial with staggered starts, to avoid over-eager pilots getting in one other's way. Again officially for Tiger Moths only, although other speedy types sometimes compete on an informal basis, and run on a

shortish (5 minutes or so) route within sight of the airfield, yet to be laid out. There's been a tendency in the past couple of years for this to be neglected in the general melee of the competitions day, so we could well run it off first. All those who think they have speedy Tiger Moths should present themselves and their aeroplanes early at the briefing.

- **Bombing.** Two bombs, Pheasant Mk IV, wooden, yellow, for the dropping of, are carried and dropped from a height of not less than 250 feet. The lowest total distance from the target wins, with the closest being a decider in the unlikely event of a tie. Remember — hitting anything valuable or flying too low on the bombing run results in disqualification for that bomb. Besides, there's no advantage in being low.

- **Non-instrument circuit.** The only flying competition to carry an air judge, this one is normally restricted to Tigers and Chipmunks for reasons of practicality in covering vital instruments with random pieces of cardboard but still letting the judge see something. Aircraft balance, that vital aspect of our sort of flying, is being incorporated this year for the first time.

- **Perfect loop.** What it says — the least egg- (or pear-) shaped track in the sky wins. It may be flown in anything aerobatically suitable by any member likewise capable, and can be flown as part of the normal aerobatic routine by competitors in that sequence.

- **Spot landing.** Run under the rules we have devised after many years of experience, this is a true spot landing and so allows the use of engine and other cheating devices right down to (but not into) the ground. Two landings are made, the first a touch-and-go, with the lowest total distance deciding the winner. Landings must be three-pointers in our type of aeroplane, and anybody rendering an aeroplane incapable of immediate further flight because of landing technique will be disqualified.

That's the flying. In addition we have a number of other trophies which are judged, discussed among committee members and awarded on the day:

- **John Crosbie Trophy** for the pilot who has the most interesting time getting to the annual fly-in, in the spirit of the late John Crosbie who never let flying become dull.

- **EF Harvie Memorial Mug** for the most helpful member during the past year.

- **Murray Neich Memorial Trophy** for the youngest member competing on the day.

- **Loretta McGarry Rose Bowl** for the best non-Moth vintage aeroplane.

- **Most Magnificent Moth** is the best aeroplane bearing a Moth in its name.

- **Most Original Tiger Moth** is pretty much what it says. These last three aircraft condition trophies are judged by different people each year, and because not everybody has the same ideas of perfection or originality there's usually a change of winners.

Dinner

The club's annual dinner will be held in Whitianga, at a place still to be finalised, during the evening of Saturday 11 March. The venue will be licensed, the trophies will be distributed with due ceremony and a compulsory good time will be had by all. Black or indeed any tie is not compulsory.

Merchandise

Volunteers are needed to sell the club's merchandise (shirts,

T shirts, badges etc) at the fly-in. They are asked to please form an orderly queue in front of Jim Lawson, who will allocate duties as appropriate.

Fly-out

The Coromandel Peninsula abounds in fine grass airfields, and should sufficient numbers turn up at Whitianga on Friday 10 March, consideration will be given to organising some sort of informal tour. Locals tend to fly to Pauanui for ice creams and Thames or Waihi Beach for lunch, cafés being handily located at both spots. Thames has been undergoing some runway development lately and Waihi Beach, although intended to be sold, remains an aerodrome at this stage.

Annual General Meeting

In accordance with Rule 11, the 2006 annual general meeting of the Tiger Moth Club of New Zealand Inc will be held in the clubrooms of the Mercury Bay Aero Club (Inc), Whitianga aerodrome, on Sunday 12 March 2006, starting at 9.30 am NZDT.

Agenda:

Apologies

Minutes of the 2005 AGM

Matters arising

Financial statement

Election of officers: President, Vice-President and Secretary/Treasurer (the Patron need not be elected at the AGM)

Election of committee (minimum of five)

2007 fly-in venue

Subcommittee reports

General business

Trophies

Current holders of all the club's trophies are asked to return them in time for the competitions and presentation on 11 March. And because nobody will have the time or inclination to polish them on the day, we ask that all trophies are returned with the holder's name engraved and in a fit (polished) state to be displayed and presented.

Please either bring the trophies with you to Whitianga or else return them by trusted courier to:

John King, 29 Fairclough Rd, Beach Haven, Auckland, phone/fax 09 483 6318

as the central collection point. No excuses for non-return will be accepted, and any transgressors will be publicly noted.

New members

We welcome these owners and pilots to the club and wish them lots of enjoyable flying:

John Copland, Ashburton (DH82A ZK-BAR)

Paul Doherty, Auckland (DH82A ZK-ALM)

Byron Kelly, Kaiapoi (Auster J/1B ZK-AYO)

And a welcome back to:

Peter Hendriks, Wanaka (DH82A ZK-ALJ)

Tiger Moth for sale

Seven hours since total ground up restoration with countless new parts. Overhauled engine/propeller, Becker radio/intercom. Pristine yellow/white butyrate/Flies superbly. Great buying — offers invited.

Also Hoffmann propeller HO 21-198 B 140L.

Phone (NZ) 0274 725 990

WHITIANGA ACCOMMODATION GUIDE

(Note: this guide is not guaranteed to be either accurate, exhaustive or up to date.
Members are encouraged to verify details before making their bookings.)

MOTELS, HOTELS, LODGES

Aotearoa Lodge, Racecourse Rd. 10 twin studio rooms (incl continental breakfast), 2 self-catering units
Phone 07 866 2807. Fax 07 866 4583.
Tollfree: 0800 28 68 76. Mobile: 025 958 122.
Email: aotearoa@tournz.co.nz

Admiralty Lodge Motel, 69-71 Buffalo Beach Rd, PO Box 123. 18 apartment sized units, from \$100 (winter) to \$230 (summer, main holiday). Phone 07 866 0181.
Fax 07 866 0182. Mobile 021 363 693.
Email: reservation@admiraltylodge.co.nz

Baileys Beachfront Motel, 66 Buffalo Beach Rd, Whitianga. \$80 - \$150 depending on season.
Phone 07 866 5500. Fax 07 866 5500.
Email: baileysmotel@xtra.co.nz

Beach Motel And Cabins, 108 Buffalo Beach Rd. \$65–\$125 double. Self-contained cabins from \$45 per night.
Phone 07 866 2698. Fax 07 866 2618.
Freephone: 0800 2 BEACH (0800 2 23224).
Email: beachmotel@xtra.co.nz

Makona Motel, 24-26 Jackman Ave.
3 cottages, 1 3-bedroom unit, sleeps 2–9.
From \$60–\$250 depending on unit, season and numbers. Phone 07 866 4779. Fax 07 866 4497.
Email: makona@whitianga.co.nz

Mana-Nui Motor Lodge, 20 Albert St.
7 studio units, 5 family units. Ph 07 866 5599.
Email: mana-nui@xtra.co.nz

Marlin Motor Lodge, 13 Buffalo Beach Rd.
\$70–\$125 (extra \$15 per person).
Phone 07 866 5860. Fax 07 866 5838.
Email: marlin.whitianga@xtra.co.nz

Moana Motel, Purangi Road, Ferry Landing, Mercury Bay. \$80–\$130.
Phone 07 866 5609. Fax 07 866 5618.
Email: moanamotel@xtra.co.nz

Mercury Bay Beachfront Resort, 111–113 Buffalo Beach Rd. Phone 07 866 5637. Fax 07 866 4524.
Email: MaxandCarrol@BeachfrontResort.co.nz

Oceanside Motel, 32 Buffalo Beach Rd.
Phone 07 866 5766. Fax 07 866 4803.
Email: bill2book@oceansidemotel.co.nz

Seafari Motel, 7 Mill Rd, PO Box 3. 5 units all fully equipped, sleep 2–6. \$60–\$110 (2 persons), extra persons \$15. Phone/fax 07 866 5263.
Email: glenmulcahy@xtra.co.nz

Villa Toscana, Ohuka Park, Whitianga. One of the most exclusive lodges in NZ. Phone 07 866 2293.
Fax 07 866 2269. Mobile 025 871 833.
Email: giorgio@villatoscana.co.nz

Waterfront Motel, 2 Buffalo Beach Rd.
Phone 07 866 4498. Fax 07 866 4494.
Email: enquires@waterfrontmotel.co.nz

B&B

A Hi Way Haven, 1 Golf Rd, RD1, Whitianga.
One double, one queen and one twin with shared facilities. Phone 07 866 2427. Fax 07 866 2424.
Email: a-haven@paradise.net.nz

At Parkland Place, 14 Parkland Pl.
Phone 07 866 4987. Fax 07 866 4946.
Email: parklandplace@wave.co.nz

Baytime Bed & Breakfast, 15 Robinson Rd.
Phone 07 866 4904. Fax 07 866 4990.
A/H 07 866 4904. Email: rintin@xtra.co.nz

Cosy Cat Cottage Bed And Breakfast, 41 South Highway, Whitianga. \$80–\$105 dbl, \$50–\$75 single, also self-contained cottage.
Phone 07 866 4488. Fax 07 866 4488.
Email: cosycat@whitianga.co.nz

Country Retreat Halcyon Heights, 365 Mill Creek Rd, RD 1, Whitianga. Phone 07 866 0166. Fax 07 866 5399.
Mobile 027 484 6873.
Email: hisae@halcyonheights.co.nz

White House Lodge, 129 Albert St. \$100–\$120.
Phone/fax 07 866 5116.
Email: whitehousebb@paradise.net.nz

BACKPACKERS

Bay Watch Backpackers, 22–23 The Esplanade.
Dorm, double and studio units.
Phone 07 866 5481. Fax 07 866 5489.
Email: kristorb@ihug.co.nz

Buffalo Beach Resort, PO Box 19 (Eyre St), Whitianga.
Family chalets from \$45, campervan, tent, caravan sites from \$10. Phone/fax 07 866 5854.
Email: buffalo@xtra.co.nz

Buffalo Peaks Backpackers, 12 Albert St.
Phone 07 866 2933. Fax 07 866 2944.
Email: whitiangabuffpeaks@xtra.co.nz

Bushcreek Backpackers & Camping, Bushcreek Cottage, 1694 The 309 Road, RD 1, Whitianga. Phone 07 866 5151. Fax 07 866 5137. Mobile 025 984 804.
Email: elvirac@xtra.co.nz

Cat's Pyjamas Backpackers, 4 Monk St. Dorms, twin and double rooms available \$18–\$20.
Phone/fax 07 866 4663. Email: catspjs@ihug.co.nz

Harbourside Holiday Park, 135 Albert St. Tourist flats \$55–\$115, cabins \$35–\$80, cabins/caravans \$30–\$55, sites \$20–\$25. Phone/fax 07 866 5746.
Email: tomanddi@ihug.co.nz

TECHNICAL MATTERS

That Airworthiness Directive

At the first meeting of the technical subcommittee, held at John Pheasant's house, discussions centred around harnesses, fibreglass components for Tiger Moths and NZ AD DCA/DH82/126B, which originated from DH TNS 32 issue 2, the latter taking precedence because of its urgent nature.

TNS 32 calls for visual inspection of all wood and metal components and the integrity thereof, inside fin, rudder, tailplane, elevators, ailerons and wings. This necessitates cutting inspection holes in the various components. With the number of inspection holes already there, the extra holes would bring the total number to 92. One can imagine the consternation this caused among owners of newly built aircraft. However, enter the Wizard of Mandeville, namely Colin Smith, who consulted at length with the CAA for an extension of the time limit, between inspections, that had been imposed. This had very favourable results, with an extension of time up to 12 years.

Naturally there were certain conditions put into the extension, the main one being that newly built aircraft, by the Mandeville team and maintained by them, would qualify for the 12-year extension. Any aircraft built but not maintained by Mandeville would not qualify and rightly so. Once any aircraft leaves the manufacturer, it becomes the responsibility of the owner.

Faced with having to comply with TNS 32, one of our club members who owns a Mandeville built Tiger Moth looked for an alternative solution. As the aircraft was not maintained by Mandeville, the owner approached Aero Technology, the maintenance organisation responsible for its airworthiness. Aero Technology, in conjunction with members of the Tiger Moth Club technical subcommittee, advised him to apply to the CAA for an alternative means of compliance (AMOC), similar to that issued to Mandeville — that is 12 years from date of manufacture.

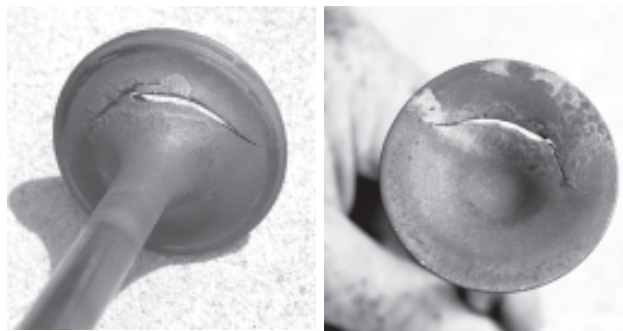
The result was gratifying. The Airworthiness Engineer Mech/Continuing Airworthiness and a colleague, both from the CAA, came to Auckland to discuss the application with Greg Ryan of Aero Technology, Jim Lawson (the writer) and John Pheasant, the latter two being members of the technical subcommittee. After a lengthy discussion, with John able to produce examples of wing ribs of prewar vintage, still with the original casein glue and still in serviceable condition, we went on a tour of inspection of three Tiger Moths. These Tigers represented a broad spectrum of age and condition, similar to that of many of the aircraft in our club, and they included the Tiger for which the AMOC had been applied.

Armed with a letter written by John on behalf of the Tiger Moth Club and the many points raised in our discussion, the men from the CAA went back to Wellington with a full knowledge of the situation. In due course the AMOC was granted for the full 12 years. Well done the CAA and full marks to its representatives in this case.

Naturally, conditions applied in this case, but we advise any owners who apply for an AMOC that they must be able to substantiate the origins of construction, satisfactory ongoing maintenance, adequate hangarage and continuing ownership. An AMOC form can be obtained from one's maintenance organisation.

Jim Lawson
President

Valves ...

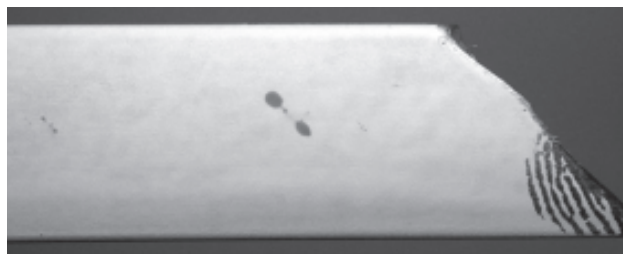


This exhaust valve has done zero hours since crossing Cook Strait in the head of a Gipsy Major. There might be a couple of lessons to be learned from this, but the strongest one is: if your engine has suddenly gone very soft on one cylinder compression, complete with funny noises coming from the exhaust, you might like to check the reason before blundering off into the distance.

Even a cursory glance will show the crack extends into the face area on one side, so it's only a question of how many more minutes, rather than hours, this would have kept going. The pilot noticed the signs on starting at Omaka after refuelling, and thought it prudent to have somebody check.

The modern school of thought is that there is no need to pull propellers through before starting engines, but the Armstrong method of firing up a Gipsy Major has a built-in safety factor in this situation.

... and wires



TNS 40, aka AD/DCA/DH82/128 (rigging wire inspection) has been exercising the minds of Tiger Moth owners lately. It has also resulted in the grounding of a number of otherwise sound aeroplanes around the country, and some frantic organisation is being done to find airworthy

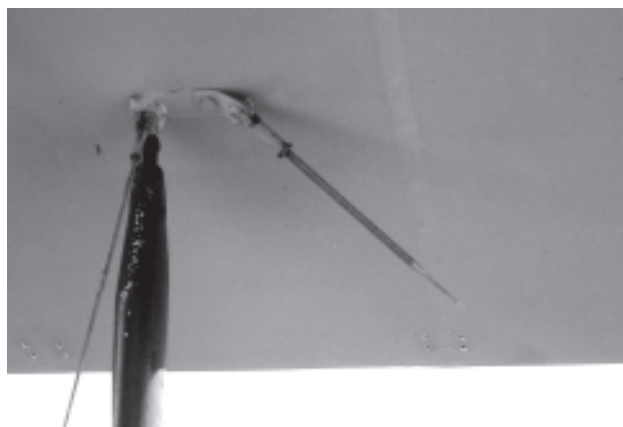


wires to return Tiger Moths to the air (and enable them to be present at Whitianga).

Robert Gordon is leading the charge to locate wires, and Greg Bryham was supposed to write a dissertation on what it's like for an owner/pilot to have a flying wire part in flight with a sudden and entirely unexpected twang, plus the long and involved follow-up procedure. However, when Greg was located to be reminded of this task, he claimed to be on the upper deck of the *Arahura* in mid-Cook Strait, en route to Mandeville for Weekend Eight. He even arranged to have seagull type noises in the background to substantiate his claim, and so members will have to wait until he returns to dry land before he writes anything.

In the meantime, the two photos of dye penetrant treated wires on page 4 will have to do. The top photo, showing the broken end, also illustrates extra cracks, while the bottom photo has a cruciform defect plus some pitting. The cracks tend to form at 45 degrees.

If there's one thing more annoying than having your Tiger Moth immobilised by cracked rigging wires, it's



having one part in flight. It fills the heart with something other than joy — take it from one who's been there.

And finally, for the benefit of anybody who doesn't think he or she might recognise the parting of a wire, this is what it looks like — back safely on the ground. Not a pretty or even encouraging sight.

Gipsy Major Care and Maintenance Manual

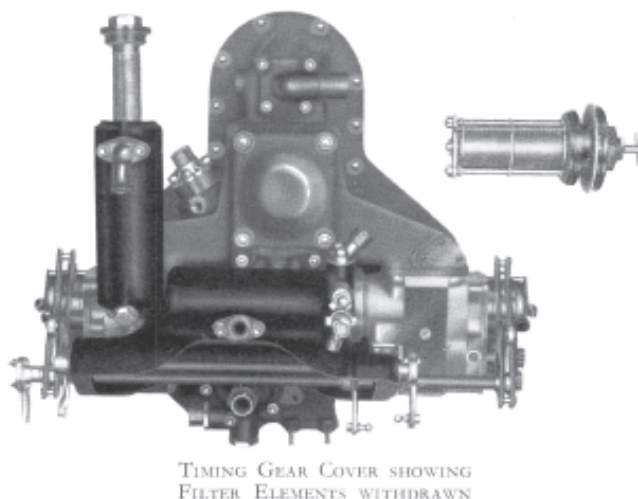
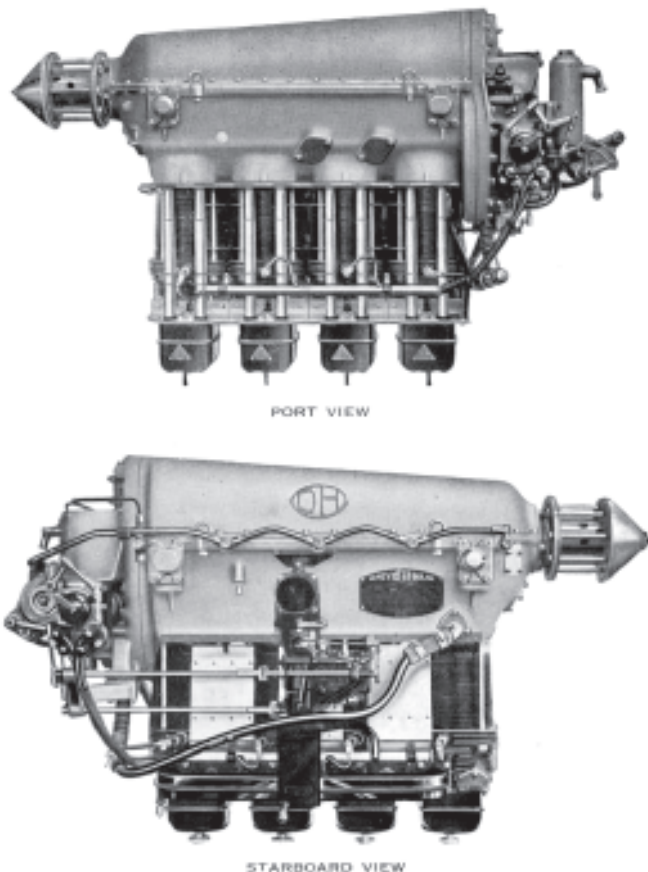
Through the generosity of Phil Kennedy, not a Tiger Moth Club but a Sport Aircraft Association member with a passion for aero engines, the club now has in its library a CD containing all 101 pages describing the Care and Maintenance of the 130 hp DH Gipsy Major Aero Engine (although the subtlety of the spelling of the name "Gipsy" has escaped the publisher).

It's put out by Weak Force Press of Huntsville, Alabama, which has obtained the rights to a number of such manuals and scans the pages for storing in .PDF format. All the original information is there, including the colour lubrication charts. Under Fair Use on the licence agreement is the following statement:

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Notwithstanding that, the CD may be borrowed from the secretary by any member who wishes to brush up on this subject.



Ross Duncan Trophy

Mercy Duncan has presented the club with a trophy to commemorate the considerable club flying activities of her late husband, Ross. It's in the form of a die-cast Tiger Moth, appropriately painted red and with one silver elevator, in a display case, and is awarded to the pilot of a DH aeroplane for the best spot landing at Taumarunui. The first winner is Ralph Saxe.

Book review

LOST ... without trace? by Richard Waugh (The Kynaston Charitable Trust, Invercargill, 2005), 280 x 210 mm, 216 pp monochrome and colour.

S/cover \$59.95.

Richard Waugh is New Zealand's most active aviation historian. During the past 15 years he has written, co-written or edited no fewer than nine books on significant aspects of this country's mostly colourful aviation, concentrating on early airlines which have started and disappeared for various reasons.

He could be said to have had a head start.

Many of these books have been inspired by the Waugh family history, for Richard's father, Brian, emigrated from a 1950s England to New Zealand to fly DH89 Dominies and other light passenger twin-engine aircraft for the charter and tourist airlines which struggled under the shadow of the government-owned NZ National Airways Corporation.

As Christchurch mayor Garry Moore says in his foreword to this latest in the Waugh stable, "Our early aviation history is a treasure we risk losing if we are not careful." Richard Waugh is doing his best to combat that risk, and *Lost ... without trace?* covers the disappearance of charter pilot Brian Chadwick and his planeload of passengers aboard



DH90A Dragonfly ZK-AFB on 12 February 1962. Despite the country's most intensive aerial search up to that time, no trace of either aircraft or occupants has ever been found, and the loss remains one of New Zealand's more enduring aviation mysteries.

This very full account covers the background to Chadwick's extensive aviation career, as an RAF engineer during World War 2 and later as an engineer and pilot for Tyne Taxis. The man had considerable charm and, tiring of the English weather and repressive Labour Government's attitude towards aviation, made the move to New Zealand in 1950, arriving with his family and only £50 in his pocket. He then made a considerable mark on South Island regional aviation, with the help of Brian Waugh and others, and his 1962 disappearance is still regretted by many.

Lost is profusely illustrated, mostly with de Havilland types which were prevalent during the era in which Chadwick was active. It's not just the pictures which appeal, as the background into the Dragonfly series as well as the pilot, his passengers and the possible reasons for their disappearance are all covered in detail — as might be expected by those familiar with the author's previous works. It is a worthy addition to anybody's library of New Zealand aviation histories.

JRK

The year of the Tiger

Tiger Moth, of course. The prototype DH82 first left the ground on 26 October 1931, and Moth people all around the world are planning to celebrate the 75th anniversary of the birth of our favourite biplane.

Members with their Tiger Moths are being asked to get out and about, to be seen flying and showing the DH flag in general, especially in October. There's been a tendency of late not to do much long-distance flying, whether for reasons of fuel costs or general discouragement by the bureaucracy.

But there's a good excuse to go flying in Tiger Moths around and on the type's birthday. Russell Brodie is organising a big fly-in at Rangitata Island, Canterbury, during Labour Weekend 21–23 October, and hopes to have as many DH82As present as possible. Firm plans haven't yet trickled this way, but they will be noted in future issues of *Tiger Rag*.

And that will make an excellent springboard for a whole bunch of Tiger Moths to do some serious touring, for during the following weekend, 27–29 October (note the date), the annual spring fly-in will take place at Taumarunui.

Once again Tiger Moth owners and pilots are being asked to show the world what we think of Geoffrey de Havilland and his famous trainer. Once again, more details later.

Spin training

Some people are slightly miffed that *Vector*, the CAA's publication, seemed to steal our thunder a bit with a recent article on our spin training programme (and giving us scant recognition in the process), but Robin Campbell's project is well under way. Martin Burdan and Ryan Southam have been checked out, the syllabus has been tweaked, loins have been girded and things are ready for launching at Whitianga. Be there!

Letters from distant members

Greetings to you and all the club members in WARM New Zealand. Slight melting of igloos predicted here, followed by another cold snap.

Working with the EAA to commemorate the 75th anniversary of the first Tiger Moth flight with some special events at this year's AirVenture. Will send details as they develop ... but it would be a good year for NZ Tiger Moth Club members to venture up to Oshkosh.

Have any travellers contact me and I will direct them to our Kiwi refugee camp.

Steady progress on ZK-BKF but need more time, money or talent. Please send a couple dozen guest workers who will survive in cold climate and on rations of cheese.

Steve Betzler,
Wisconsin, USA
sbetzler@empirelevel.com

I noticed quite a few NZ DH82s did not have gap strips on their elevators. Despite having the extended elevator leading edge strips, my aeroplane flew quite badly nose heavy, but restoring the gap strips cured it.

There have been a couple of similar cases in the USA, so maybe this is common knowledge.

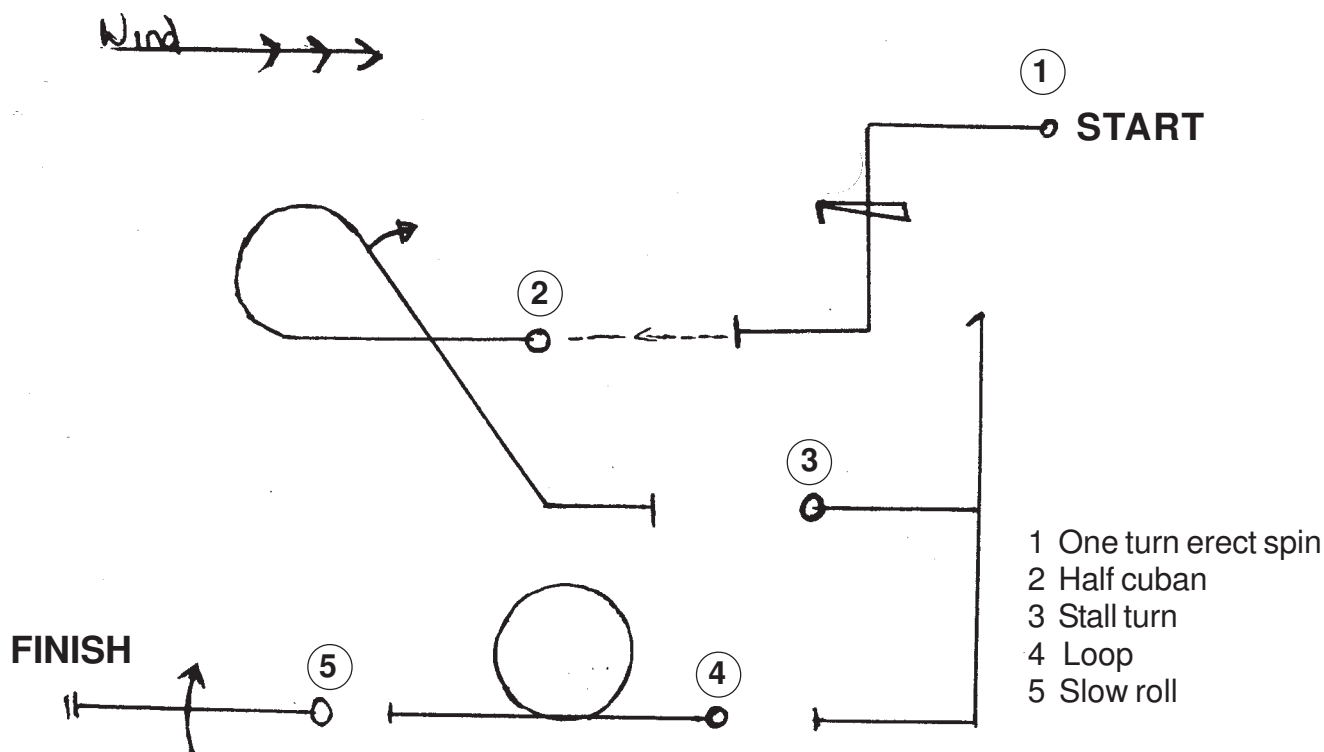
Robbie Jewitt,
UK

Subscriptions

Response to the subscription notices sent out recently has been encouraging, with Eddie Doherty once again leading the charge.

Keep those cheques coming in so that we can start building up funds once again, after some heavy expenditure in 2005.

Want details? See you at the AGM on 12 March.



Note: The minimum height for aerobatics is 1500 feet AGL for the holder of an aerobatic rating, otherwise 3000 feet. Documentary evidence of an aerobatic

rating must be shown to the competition judges before the competition starts. This applies to the Perfect Loop as well as the Aerobatics.

Also seen at North Shore's DH Day last December (in the sort of weather we're expecting to have for our Whitianga fly-in) is ZK-AIA, the Tiger Moth synonymous with John Pheasant. But no longer, because this, possibly New Zealand's most active Tiger Moth over a period of some decades, has gone to a new owner, a pilot who learned to fly in it in Gisborne. John and Gloria Pheasant, alas, are planning to retire this year to Queensland, so Whitianga will be their last fly-in with us for some time.



John King

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The social events and fly-ins reported in this newsletter and organised by the Tiger Moth Club of New Zealand Inc. are only suggestions, and because of the location, the type of airfield, surrounding terrain and other factors they may not be suitable for attendance by all club members. Prior to attendance at any event held, each member should review the site of the proposed event and in the light of that information, the flying experience of the individual pilot/member and aircraft performance, assess the capability of the pilot and aircraft to successfully attend the event.

The Tiger Moth Club of New Zealand Inc. assumes no responsibility for the contents of this newsletter, or for damages resulting from attendance at events reported in this newsletter.

Contributions to this newsletter are welcome. Unless clearly stated otherwise, all items in this newsletter are based solely on the opinion of the author and bear no reflection on the policy of the Tiger Moth Club of New Zealand Inc. or any officers of the club.