

# TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

DECEMBER 2007

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## Twenty-somethings in Tiger Country

by Zac Yates



Zac Yates

A LINEUP OF STUNNING vintage aeroplanes, wingtip to shimmering wingtip, stretched out along the edge of a magnificently manicured grass strip, their pilots chatting and joking among themselves. For a minute I had to pinch myself, for it felt as though I had entered a true time warp and was back at an aero club of the 1930s.

But this was not some tear in the space-time continuum, instead the Tiger Moth Club of New Zealand's usual spring fly-in at picturesque Taumarunui aerodrome. This was my very first fly-in, and what an event to arrive at! For this student pilot, a glimpse of the future perhaps, of things to aim toward, aspire to, and in the meantime just admire. To get here Adam Butcher, in the back seat of

Omaka-based Tiger ZK-BER/A17-712, and I had flown 2½ hours from Blenheim, across Cook Strait and along the west coast of the lower North Island.

It was my second Tiger Moth flight.

Ever since I can remember, I've been afflicted with the disease which is vintage aviation. As a teenager my walls weren't adorned with posters of scantily-clad ladies or souped-up cars, but instead Polikarpovs, Spitfires, Triplanes and P-40s. Classic Wings, Aeroplane and Sport Flying were my magazines of choice, rather than Playboy or Hot4s.

So an opportunity to join some of the people and planes I'd admired for so long was not to be passed up, and when at the last minute the original front-seater had to back out (something about having to paint his bathroom before his better half returned home), I jumped into my car and raced home for my sleeping bag and toothbrush.

Returning to Omaka I found a dozen or so well-wishers waiting to see us off, and I was not short of willing helpers to guide me in strapping in. A tickle, four blades clockwise and six anticlockwise, and we were off into the Saturday sky, with iffy cloud and rain on the horizon.

As soon as those mainwheels and skid were off the turf, Autogrin kicked in with a vengeance — and it would prove to remain all weekend long. My first Strait crossing in a warbird was (thankfully) uneventful, with nothing but the ferry and an amazing rainbow to keep us company. Adam's skilled hands guided us along the Kapiti Coast, our course to FoxPine steady and true.

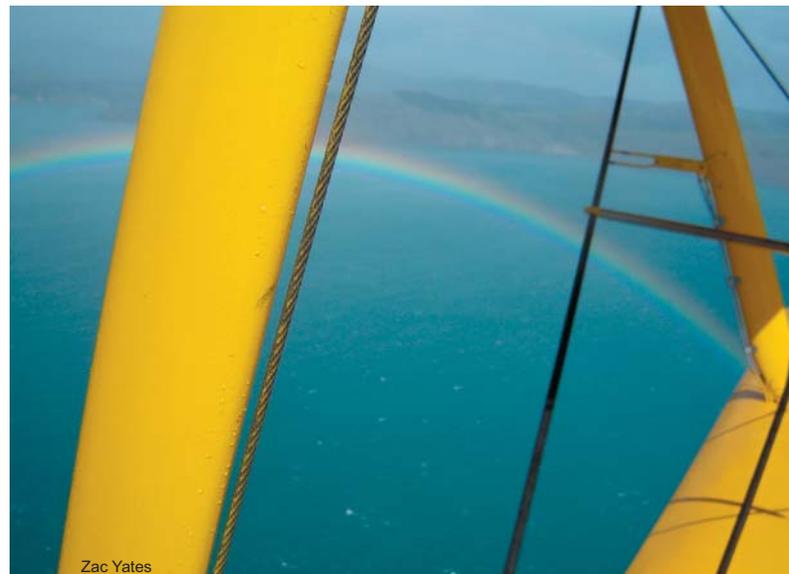


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Jerry Chisum



Jerry Chisum



Zac Yates

John Lester waited for our arrival at FoxPine, and in no time at all, still in leather jackets, flying suits and gloves, we were at the Foxton Mobil service station to get our much-needed petrol supplies. Until this trip I'd had no idea the Tiger ran on the same fuel as my car. Mental note 1: pay closer attention to petrol prices in the coming months.

Best wishes and the promise of a smooth trip from John and we were on our way, a rock of the wings and orbit to say thanks and back on the coast. At this point I heard my favourite call on the intercom — “You have control” — and here I was, 500 feet over the coast I'd spent so much of my life along, the privilege of guiding nothing less than a Tiger Moth to our ultimate destination.

In no time at all I had Adam calling me to commend my skills at keeping the ball centred and the wings level. Quite a jump from the Tomahawk I'm training on to this lovely old lady. But I must confess I enjoy how the Tiger makes me work. I do enjoy the challenge of flying the Tiger, keeping the aircraft straight and not letting yaw have its nasty way with me. Mental note 2: talk to my instructor back at Omaka on the practicalities of gaining my PPL on the Tiger Moth.

Before long I had a very familiar sight looming: my home town, Wanganui. It had been only five months since my last visit, but homesickness kicked in like never before. As we got closer I could make out the landmarks which I'd got to know so very well over the years. But time was not on our side, and it was Taumarunui that was to be our landing point. With a heavy heart I handed control to Adam and took some snaps of my much-missed

former home. No, those aren't tears; it's the slipstream I tell you!

Soon we had passed the Wanganui River and could make out the foot of Mount Ruapehu ahead, and I once more had the stick and throttle in my hands. Some gentle turns to get a better look at the landscape and farms below, but otherwise I was practising all I'd been instructed on about maintaining straight-and-level flight. Hill after steep hill — Tiger Country indeed! — passed below our lovely yellow wings, the wind singing through the taut wires. It was all like some fantastic dream, and I hoped I'd never wake from it.

Another cluster of houses ahead ... and another ... cripes, Taumarunui already? It's surely been only half-an-hour since we left Omaka! But no, a glance at the clock and it could be nowhere else. A steam train passes below us — a bizarre coincidence, very tempting to “attack” it, but it's already pulled into the station — and row after row of single-storey buildings.

We round a hill and there it is — Taumarunui aerodrome! I look down and what a sight — Tigers everywhere, and others too — Robin Campbell's Staggerwing Beech 17, the Kinner-powered Ryan, even an Isaacs Fury! And what's this, Ace Edwards and Harvard 98? A breathtaking assortment to see upon approach to such a rural, simple airfield. A nice buzz and break to announce our presence and we were taxiing in.

Out we get, to greetings from old friends and new. “Are you the Air Force Historic Flight?” some ask. Well, here are two 20-somethings in military flight suits getting out of an immaculate air force-marked Tiger ... I'm



John King



Jerry Chisum

tempted to reply with a nasal twang “RAAF Historic Flight, yes!” Overseas visitors is what we were called by president Jim Lawson, as to our surprise we were the only South Island Tiger to make the pilgrimage north, but also the youngest aircrew on the field. Quite a humbling distinction!

(Just quietly, we received many comments from the crews present that younger blood like ours is very much needed. Rest assured, at Omaka alone we have a group of under-30s not only keen on warbirds and vintage aviation but also actively working toward PPLs, tailwheel ratings and more. We’re on the way, and the best thing we can have to get there is the advice and assistance of pilots like those we met at Taumarunui. The younger folk with interest are there, just be sure to help us along the way!)

With our lady put to bed for the night with some new friends, it’s off to the local high school hostel to deposit our baggage and then head into town for dinner. There we get to know our fellow intrepid aviators and hear the tall tales which our passion is known to create. I can only listen in and smile, thinking of the time when I’m in the position of wise old teacher to young up-and-comers, keen to make a good impression on the old hands. A scrumptious dinner and several brews later and we’re in bed, awaiting the morning and our ride out to the airstrip.

Morning brings totally cloudless skies with nary a breath of wind, and two young aviators very keen to exercise their mount in the wild blue yonder. Pulling into the car park at the aerodrome I was confronted with a sight I’d only seen in much-thumbed magazines during my youth — a cluster of beautiful vintage aeroplanes, dew glistening on the bracing wires, covers over the cockpits ... again I was pinching myself. This was too good to be true — here I was, only 20 years old, surrounded by pilots who up until now I’d known only by reputation, and these magnificent flying machines. And I was about to go flying with them!

There is a doctor in the house! When one of ZK-BLV’s magnetos went sick, John Pheasant came to the rescue, involving a flight for four by Robin Campbell’s Staggerwing to Tauranga to fetch a spare from John’s hangar, plus some time on his knees in front of the offending Tiger.



Zac Yates

Bruce Donnelly (centre left) briefs pilots before a formation flight to the volcanoes.

And not only flying, but my very first formation flight, albeit as an observer. Seven Tiger Moths took off for a flight to Mt Ruapehu and the volcanoes of the Central Plateau. The open cockpit of a Tiger is cold enough as it is, let alone having the element of a snowy mountain mere feet away from you added into the mix! We were a group of very chilled aviators indeed upon our return to Taumarunui. But what an experience ... there really is nothing like seeing a gaggle of Tiger Moths off your wing, with such a breathtaking backdrop.

A couple more local flights and a brief display over the field later and another look at the much-despised clock showed it to be our time of departure back south. As we rolled on runway 19 the crews of Tigers waiting to take off waved goodbye, as did all those preparing to do the same. A tight turn by Adam and several frantic waves from yours truly were our farewell.

But I’ll leave the last words to my ever-smiling pilot Adam, from his last radio call to our home for the past two days: “Taumarunui traffic, Tiger Moth Bravo Echo Romeo vacating to the south tracking to FoxPine, thanks for a great time and for your hospitality.”

We will be back!

*[Zac Yates is a 20 year-old student pilot and warbird aficionado living in Blenheim. He is one of a group constructing a batch of full-scale Sopwith Pup replicas at Omaka Aerodrome, and is a member of the Tiger Moth Club and Marlborough Warbirds.]*



Jerry Chisum

# Chess

by Bernice Hintz



Bernice Hintz

CHESS IS A GAME of strategy (long term goals) and tactics (immediate manoeuvres, short term actions). The strategy for the weekend was to fly to Taumarunui, win all the trophies and fly home without any pieces being captured.

It almost worked. The tactics involved distracting the other team (giving the Taumarunui chaps stuff to organise), taking them for flights and giving them toys to play with (model planes and helicopters).

*(Insert "Playing with my friends" BB King)*

The pieces assembled on Friday, Friday evening, Saturday morning and Saturday afternoon. You can't rush Tiger flying. The pieces that lined up for the battle were: King Harvey and Queen Bee(ch); the members of the Court, made up of the Bishops, Cardinal and (Chippy) Monk; the Knights "Isaac the very angry" and "Ryan the Lion"; the Rookies, BERyl Green and a young boy scout (Cub). No court would be complete without the sparkling "ladies in waiting": AIA, ALM, ANQ, BEC, BFF, BJQ, BLI and BLV.

Each type of piece has its own unique method of movement. The Rooks can move only in straight lines with nothing in between takeoff and landing. They prefer sea routes. The Bishop is more cunning and moves diagonally, always sticking with the same colour and never taking anything on directly. The Bishop is not supposed to jump other pieces. The Knights of course, unlike the upstanding Bishops, jump anything. They have a clever little sidestep that can get them out of trouble. Which seems to come their way, especially in the presence of the ladies-in-waiting.

The Queen can do as she pleases, even move to Australia and change her name — Priscilla perhaps? The King is weighed down by his armour and moves with stately grace, one square at a time. The ladies-in-waiting are really the unsung heroines. Their movements are restricted, corseted by early aerodynamic designs. They teach the young ones manners and they suffer some rough handling from time to time.

*(Insert "Since I met you baby", BB King)*

Ladies-in-waiting have two ways to take the opposition, either by a straight diagonal move or an en-passant move (a stab in the back). Meaning you can never let your guard down around them.

The opposition is anything that opposes your manoeuvres. The opposition can take many forms: a partner who hasn't been bitten by the flying bug (Rookies); an over-zealous engineer; an under-zealous engineer (Bishops: black square religion, white square religion); ATC (Knights: to save fair maiden in distress or to tell tales on fair maidens); weather (the black Queen); the CAA (the black King); and the Ground (black pawns), which is everywhere and should never be underestimated. The Taumarunui boys and girls also put up a bit of opposition to our taking all the trophies home.

Competitions were held on Saturday. They consisted of two bombing runs and two spot landings. I reckon the Taumarunui aero club members do nothing else all year but practise using 1/100<sup>th</sup> of their runway. Needless to say they took out the landing competition.

The ladies took out the bombing. Told you you need to watch your back around them. Tigresses. I have to give credit to AIA and Bruce for not being tempted to bomb the Tiger sitting on the grid during his bombing run. Could have cost us the competition had we not had that ring-in Campbell (Andy, not Robin) in his upside-down coat hanger aeroplane.

Then some of the ladies gave us a glimpse of their showgirl past. Aerobatics, shameless hussies, skirts around their ears. Good thing it was late in the day and the spotlight blocked their most revealing moves. When everybody else had settled down after a delightful day of committing aviation, Ace decided to take the King up for a spin or two. It was good to see King Harvey using the free space well above Taumarunui to strut the stuff of his youth. (Harvey or Ace?)

The swan song for Saturday evening was Queen Bee chasing trains and a three-ship Tiger formation showing off to the poor souls that think trains are where it's at. Steam trains and Tigers seem to go hand in hand. Both touchstones of a bygone era.

Chess is also advocated as a way of enhancing mental prowess, and I discovered so is flying a Tiger. Bruce invited me to go for a flight at dawn. I don't do mornings, except for aeroplane flights. I was waiting at 8 am along with the ladies. At 8.30 the pilots turned up. By 9 am on Sunday 28 October I'd fallen in love with my second aeroplane, AIA.

*(Bruce was probably thinking insert "Straighten up and fly right", Robbie Williams. I was thinking "Quando, Quando, Quando", Michael Buble (AIA not Bruce)).*

Benjamin Franklin, in his article "The morals of Chess" (1750), wrote:

"The game of Chess is not merely an idle amusement; several very valuable qualities of the mind, useful in the course of human life, are to be acquired and strengthened by it, so as to become habits ready on all occasions; for life is a kind of Chess, in which we have often points to gain, and competitors or adversaries to contend with, and in which there is a vast variety of good and ill events, that are, in some degree, the effect of prudence, or the want of it. By playing Chess then, we may learn:

"1<sup>st</sup> Foresight, which looks a little into futurity, and



John King

considers the consequences that may attend an action...

[We might be invited back to Taumarunui if we let them win a trophy or two.]

“2<sup>nd</sup> Circumspection, which surveys the whole Chess-board, or scene of action: - the relation of the several pieces, and their situations; ...

[Weather, time, terrain, fitness of aircraft and pilot, who else will be there, if the boss will notice you missing on Friday afternoon.]

“3<sup>rd</sup> Caution, not to make our moves too hastily...”

Perfect advice for Tiger pilots. BER took it seriously. Modern variants of chess, such as Chess960, where the initial position is selected randomly before each game. This random positioning makes it almost impossible to prepare the opening play in advance.

See you at Mandeville or Taieri.

*(Insert: “Feeling good”, Michael Buble)*

*[This article was brought to you by the albums: BB King Lucille and Friends; Swing when you're winning, Robbie Williams; It's time, Michael Buble; and a few glasses of Montana Reserve Marlborough Pinot Noir 2005.]*



Dudley Payne

Taumarunui postscript: Tiger Moths gather at this club's inaugural fly-in there in October 1969. All three are still active in the club, but only ZK-CYC (back) is recognisable as being in the same colour scheme as 38 years ago. ZK-BRM is now yellow and with Dave Gribble, while ZK-AJP is still in the Harris family but now sports open cockpits.



A CAA member named John Assembled a toy aircraft all wrong. The Tiger Moth Club inspected it And promptly rejected it. We knew that would happen all along. (LMcG)

**Present at Taumarunui**

Regn	Type	Crew	Origin
UAS	DHC-1	Jim Lawson	Ardmore
BJQ	DH82A	Phil Welcome	Ardmore
ALM	DH82A	Paul Doherty	Ardmore
RYN	Ryan	Les Marshall, Shane Papps	Ardmore
CSQ	C.150	Tony Hogg	Kawerau
JDJ	C.177	Grant Drinkrow	Ardmore
AMU	D17S	Robin Campbell, Keith Trillo, Douglas Drummond (new owner)	Ardmore
BFF	DH82A	John Pheasant	Tauranga
BEC	DH82A	Wayne Edwards	Puni
AIA	DH82A	Bruce Donnelly	Kaukapakapa
NZ1098	Harvard	Ace & Jeanie Edwards	Ardmore
BLV	DH82A	Jan White	Bridge Pa via MS
ANQ	DH82A	Jerry Chisum	Bridge Pa via MS
CTG	C.150	Andy Campbell	Ardmore
BLI	DH82A	Graeme Wood, Derek	Ardmore
BLW	AusterJ5Q	Bruce Freemantle	Matamata
SAM	Bantam		
SJW	Bantam		
WPR	Bantam		
XAM	Bantam		
PAB	Tecnam	Peter Beer	Ardmore
JCT	C.172	Dave Gribble	Tokoroa
BQV	PA-18	Matt Miller	Ardmore
FMV	C.152		Local
DOB	C.150		
CSR	SportCruiser		
KFP	Tecnam		
DMN	Fury	Peter Fahey	Ardmore
DRG	C.180		
BSP	C.180		
DIW	PA-28		
EEJ	C.180		
MMB	Jodel D11	Murray Belfield	Tokoroa
RVG	RV-4		
BER	DH82A	Adam Butcher, Zac Yates	Omaka
CEH	PA-28	Ross Scherer	Putaruru
DBY	Jodel D11		
BPT	C.172		
CXK	C.150	Dennis Eckhoff	
BVV	C.180		

And arriving by other means (mostly car):

Allan Boyce, John Bushell, Eddie Doherty, John Geary, Chris Guy, Bernice Hintz, John and Dorothy King, Alan Land, Jeanette Lei (airline from Moscow), Loretta McGarry, Robin Williams  
*(List compiled by Loretta McGarry)*

**From Loretta McGarry:**

It was very pleasing to see so many pilots arrive in their marvellous aircraft, including two young enthusiastic pilots who flew from Omaka in the beautifully restored Tiger BER. Adam Butcher and Zac Yates, welcome to the Tiger Moth Club.

We really do have to encourage more young pilots to get interested in vintage aircraft.

Where were all our other members and their aircraft? Forgetting windy Friday, it was a fantastic weekend.

It was 38 years ago to the day that ANQ and BLV attended the inaugural fly-in, at Taumarunui in 1969, and it was great to see them arrive again.

Phil Welcome also arrived in Tiger BJQ. This is one magnificent aircraft restored over a number of years by its former owner, Colin Sutherland.

Congratulations, Colin, and hurry up with the next one.

**Fuel payments**

While most members have paid their accounts for fuel dispensed at Taumarunui, there are still a few outstanding. Could those people (and they know who they are) please settle this well before Christmas so that the club finances can look all nice and orderly for the end of the financial year at 31 December.

## Lessons

We know that the bureaucrats are always on about safety, even as they make decisions which gradually erode the expertise base and make it difficult to maintain general aviation safety. And wittering on all the time on the subject can have the opposite effect from that desired, even to the extent of making somebody want to go out and do something dreadfully dangerous such as flying without a flight plan or even (gasp!) the official stab at the weather.

Even so, there are times when little things are noticed which can make it easier for everybody, and we'll bring these sorts of items to the notice of members as and when we think of them.



Jim Lawson

Take a look at this set of pickets, for example. Readers viewing the photo in black-and-white won't get the full effect, but those up-to-the-minute types who have managed to download *Tiger Rag* in full living colour should note the fluorescent green paint with which Jim Lawson has seen fit to adorn his otherwise inoffensive pickets.

The idea is that when the pickets are left in the ground during a weekend away, thereby saving the tedium of hauling them out and banging them in again, the bright green catches the eye of somebody who might otherwise trip over them. It also makes it easier to find your place when taxiing in and marks the parking spot as your very own.

(Of course a proliferation of fluorescent green pickets negates that last feature, but there are other ways of marking your spot. And not necessarily the canine method, either. We tend to use sight, not smell.)

While on that subject, how many pilots hammer in their pickets and then move the aeroplane forwards into position over them? And how many risk putting random but expensive holes in the lower surface of the wings by doing the work after the aeroplane is in its final overnight resting place? Think about it.

We are always exhorted to use a combination of chocks and a competent person at the controls when starting our Gipsy Major engines, and a fly-in normally has plenty of willing helpers well versed in Armstrong starting. But there are times when a pilot has to do it on his or her own.



Jim Lawson

This photo of Jerry Chisum suggests a careful pilot, even if he is about to fire up without assistance. Chocks,

stick tied back, all the right things — and with the tail tied down, which is the final item of safety. Presumably he remembered to untie the tail before mounting up and strapping in.

A couple of items of visibility and lookout were noted at Taumarunui. Bruce Freemantle was on short final approach in his Auster, about to do his first, touch-and-go, spot landing, when a pair of Bantams blithely taxied out from in front of the clubhouse and took off, apparently ignoring the rule about giving way to landing traffic. Had Bruce not converted his touch-and-go into a full-stop, Bantams and Auster would have occupied the same piece of airspace over the runway. And had the Bantam pilots backtracked far enough along the active area they would have been more likely to be aware of the activity going on around the bombing and landing marks. Taking off from very near the upwind end of a runway is not good practice at a busy airfield.

And no, Bruce didn't win the spot landing.

Taking off from the runway threshold doesn't always guarantee against conflict, either. Again at Taumarunui, a Tiger Moth was on final for runway 19 while a Harvard was doing a runup and other preparations for flight beside the threshold. As the Tiger pilot prepared himself for the transition between flight and bouncy stuff, the Harvard gently but positively moved out in front of him and started its takeoff roll. An overshoot was the only way out of that one, and the Tiger pilot made sure the Harvard occupants got the message.

"We just didn't see you!" they said later, properly apologetic. Which was quite plain, given the experience and seniority of the two Harvard pilots who couldn't possibly be thought of doing that deliberately.

There's a lesson here. The Tiger Moth was silver, a colour which blends in very nicely with its surroundings (why do you think RNZAF Tigers were later painted yellow?). The King Country background of park-like grass and trees doesn't help, but probably the most important factor was the fact that, being aimed directly at the runway threshold, the Tiger was stationary against Hikurangi from the point of view of anybody next to the landing point. If you want to be seen, wander about on short final, but that's not what we're taught to do. It was also a good thing the Tiger pilot had his eye on the Harvard to the right of the runway and didn't have his head out the other side.

## Annual General Meeting

In accordance with Rule 11, the 2008 annual general meeting of the Tiger Moth Club of New Zealand Inc will be held in the clubrooms of the Otago Aero Club Inc at Taieri Aerodrome, Mosgiel, on Sunday 24 February 2008, starting at 0930 NZDT.

Agenda:

Apologies

Minutes of the 2007 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)

Life members (the committee has proposed that Alan Land, Jim Lawson and John King be elected life members)

General business

## Annual fly-in and AGM Taieri, 23-24 February

This is the time when as many members as possible gather for our annual flying competitions, tall story-telling, celebrations, dinner and annual general meeting. This time we're back in the South Island, to that lovely grass aerodrome at Taieri which has been home to Moths and Tiger Moths for 79 years.

It's also a return to a summer date, in the hopes that the fickle weather of the past few years has settled down.

The spin training programme will continue, which suggests that, along with our normal flying programme for the day, Saturday will be a busy time. Pilots 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.

A registration form is added to the back of this newsletter. In line with current developed policy aimed at removing the guess factor, all people attending the annual dinner are asked to send in the form, along with a non-refundable deposit of \$20.00 (we'll let you off the GST) which will give you a space in the dinner queue. Latecomers, or those not bothering to send in their forms, cannot be assured of dinner.

### Competitions

The club's annual flying competitions will be held at Taieri aerodrome on Saturday 23 February, with briefing at 0930 NZDT, sort of sharpish, more or less, in line with our normal laid-back club atmosphere. Latecomers, however, will have to ensure they are fully briefed before taking part in any competitions or local flying.

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. 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.

A new hazard this year is the presence of Dunedin Airport (Momonā) approach and departure tracks directly overhead Taieri. With the kind cooperation of the controllers, we plan to stagger the aerobatics throughout the day, whenever there's a gap in IFR traffic, to avoid startling airline passengers with a closeup view of an inverted Tiger. For this reason, aerobatic pilots will have to give this contest priority over the other events.

The aerobatics routine is a new one and may be found on page 8 overleaf.

- **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. 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 (consistency over fluke), 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 pieces of cardboard but still letting the judge see something. Aircraft balance, that vital aspect of our sort of flying, is being incorporated again.

- **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:

- **Ross Duncan Memorial Trophy** for anybody or anything the committee might decide is particularly deserving 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.

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- **Most Magnificent Moth** is the best aeroplane bearing a Moth in its official 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 no monopoly on the silverware.

### Dinner

The club's annual dinner and prizegiving will be held at Mosgiel Station Café and function centre during the evening of Saturday 23 February. The venue will be licensed, the trophies will be distributed with due ceremony and a good time will be compulsory. Black or indeed any tie is not compulsory.

### Other meals

Morning and afternoon tea and lunch will be available on the aerodrome, at stalls which will be part of an aviation festival being run at the time.

Breakfast at \$10.00 will be served in Tom and Jeanette Grant's shed for those people staying nearby with Mike Stevenson.

### Accommodation

Grant's Farm B&B has been fully booked, but some space is available with Mike Stevenson for those equipped with sleeping bags. The aero club has indicated that some billets may also be available, and Mosgiel has a good number of motels and, when last sampled, a fairly basic hotel. Check the registration form.

### Excuses

People can come up with some interesting excuses. Tim Dennis tendered his apologies for non-attendance at a recent club committee meeting, but it was only afterwards that he admitted the real reason he couldn't be there.

Tim, it seemed, was finishing off a DC-3 rating, which explains the sound of P&W R-1830s heard around Ardmore that afternoon. He seems rather pleased and says, "It meets most of the club criteria — designed in 1932, taildragger, built in 1946, can fly with windows open, fabric ailerons and elevator ... there's even instructions in the manual for hand-propping (needs four strong men!)."

Now that he's made his final retirement (after military, airline and corporate flying careers), Leon Whelchel, our member in Iowa, was originally planning to come out to New Zealand and renew his love of flying these climes kindled during the 2004 Bluff to North Cape event. Sadly, Leon can't come this summer, claiming that his flying budget has been seriously curtailed by the purchase of Fairchild 24R N81363, not long off overhaul and refurbishment.



He also admits that he really needs only two aeroplanes. Tiger Moth N12731 fills the wind-in-the-face need, but he now has two cabin types. Anybody want a Luscombe?

## Maintenance matters

A few owners have acquainted us with the hours on their Gipsy engines. Many haven't. The reason we would like to have the hours is to establish a picture of where club Gipsy engines are, in relation to the normal TBO of 1500 hours. As previously stated, if you are within 300 hours of the TBO figure you should already be gathering monitoring data which will support your case for an extension in the engine life as you approach TBO. Without that data it will be difficult to establish grounds with CAA to go past TBO.

The task is not onerous, but the paper trail needs to be established. Owners who provide the details listed below will be furnished in the next few weeks with a template to assist them in establishing the monitoring programme. It will explain the process to be followed to support your application to the CAA for the extension.

We need from you — aircraft registration, engine type and serial number, current engine hours, planned annual utilisation and owner/operator contact details.

You can email the details to Robin Campbell at [beechebum@orcon.net.nz](mailto:beechebum@orcon.net.nz)

Members who attended the recent Taumarunui fly-in experienced the first benefit of the engine escalation process with a presentation from Michael Hooper of Goughs on the oil monitoring service they provide. (We are recommending oil condition monitoring as a component of the engine escalation process.) Those of you going to Taiari in February will have the chance of participating in a similar presentation from Michael and one of his laboratory staff.

Early in the New Year we will be taking the draft Maintenance Programme to Wellington to seek CAA approval. Technical Committee members have viewed and made input into the draft. It is anticipated that a formal review of the current ADs on Tigers will be addressed at the same time to remove irrelevant ones and incorporate those remaining into the approved schedule.

We expect the engine escalation template to be provided free to participating members and a small cost attached to the Maintenance Programme to recoup our expenditure with CAA to gain the approval. The costs will be far less than an individual approach to CAA.

### Spin training

February will be the first opportunity to conduct the club spin training programme in the South Island. If you have any doubts on the value of this training I suggest you talk to a member who has already undertaken the detail. It is a highly focussed training detail, conducted by some of the most talented instructors who give of their time freely for this instruction. The flying detail lasts about 45 minutes with extensive briefings and de-briefings.

If you would like to participate in the programme could you email me at [beechebum@orcon.net.nz](mailto:beechebum@orcon.net.nz) and I will mail you the study material to review before you come to the February fly-in. All we ask of you is to provide an airworthy aircraft with dual controls and approach the detail with an open mind. We will have the instructors available to provide the training and I can assure you there is no better value for your time than this safety initiative.

*Robin Campbell*

## Coming events

### New Zealand Air Games

Wanaka, 27–28 December

This major aviation happening during the summer holiday season is being organised by a group which includes Air Sports GP and Flying NZ. A Tiger Moth presence is a planned pylon race with a Le Mans start.

Peter Hendriks will be in charge of the vintage side. Contestants are being restricted to four, all of whom are experienced commercial pilots and know and trust one another in the close proximity of a pylon race.

### Picnic in the Park

Centennial Park, Taupo, 2 February

All members suitably attired in vintage aeroplanes are welcome to come to the gliding airstrip at Centennial Park for this big event, an airshow with a picnic atmosphere. It will be held regardless of the weather and a band will start playing from 1700 hrs, with the aircraft performances from 1830.

Those include Tiger Moth aerobatics by David Phillips and a Tiger Moth wingstand by Cheryl Butterworth trust-ing Graeme Wood.

Normal gliding operations will be going on during the day, so time your arrivals to beat the airshow and beware of local traffic. Food will be available, but you have to organise your own accommodation in Taupo.

Use of the Centennial Park frequency of 134.45 MHz is compulsory, runway vectors are 04 or 22, and manager Tom Anderson must be informed of intention to visit in order to obtain a briefing. He may be contacted at the Taupo Gliding Club, 07 378 5627, mobile 027 439 9272 or email [tomolo@xtra.co.nz](mailto:tomolo@xtra.co.nz)

Anybody planning to drop in should also contact Alan Land, phone 07 376 8298, 027 472 4732, email [aland@xtra.co.nz](mailto:aland@xtra.co.nz) as space has to be arranged for parking. An indemnity form has to be filled in for landing at Centennial Park, but the club will look after that.

### Mandeville weekend

16–17 February 2008

The new version of Weekend Eight, now called Mandeville Weekend and falling on weekend seven (the same weekend as Aero Deco and SportAvex in the North Island), is the annual gathering of nice old aeroplanes, cars, farm machinery and people. It promises the usual mix of flying activities, joyrides, healthy coal smoke and all the attractions of a country fair with the added bonus of Gipsy Major and Six background sound effects.

There are also rumours of some sort of Tiger Moth safari around this time, taking in the highlights of the South Island and combining two vintage aeroplane events, this and the annual summer fly-in which this time takes place at that threatened bastion of grass aerodrome operations, Taieri. Nothing has been organised, but it does seem too good a chance to pass up if you enjoy touring in vintage aeroplanes.

### Annual fly-in and AGM

Gisborne, 6–8 February 2009

Thanks to Kelly Thompson, who's organising a major event at Gisborne Airport for Waitangi Weekend that year, we're already planning to have our 2009 knees-up at Gisborne. Planes, Trains & Automobiles will, as the name suggests, be a festival of flying, steam and interesting cars, with the added bonus of interesting waterborne machinery nearby.

With Waitangi Day being a Friday, the plan is for the Tiger Moth Club to hold our flying and other competitions that day and the club's annual dinner that evening, to free up the rest of the weekend for the more general festivities and a likely tour of East Coast interesting airstrips.

Activities will include steam trains on the adjacent railway line, boats on the river, and vintage and classic cars. A big celebratory dinner for the whole event will take place on the Saturday evening.

### New members

For some reason (probably the use of new and unfamiliar page layout software with some hidden traps) three of our new members were missed from the September Tiger Rag. We apologise for the oversight, belatedly welcome them to the Tiger Moth Club and hope they enjoy their time with us:

**Richard Royds**, Christchurch (Auster Mk 5 ZK-ARR)

**Bob Tait**, Archerfield, Brisbane, QLD (PA22 Pacer VH-MBT — below right)

**James Wine**, Putaruru (PA22-150 ZK-BSF)

And joining more recently, and so eligible for a welcome in the usual, unbelated sense but still with the sincere sentiments, are:

**John Bushell**, Greytown (PA-18 ZK-BKV)

**Adam Butcher**, Blenheim (DH82A ZK-BER/A17-712, Nanchang ZK-JQS)

**Andy Campbell**, Auckland (PA18-100 ZK-BQY)

**Bruce Freemantle**, Waharoa (Auster J5Q ZK-BLW)

**Tim Galpin**, Papakura (Rearwin Sportster 9000L ZK-ALF, DH94 Moth Minor ZK-ALN, DH82As ZK-AFO, ZK-AJQ, ZK-BFG)

**Zac Yates**, Blenheim (building full-scale Sopwith Pup replica)

### Trophies

Members holding trophies awarded at the AGM fly-in at Taumarunui last March are asked to polish them up, have them engraved with your name and return them in plenty of time for the fly-in at Taieri on 23 February.

Tom and Jeanette Grant have volunteered to act as a collection point, so if you can't fit them in the luggage locker please send the trophies to them at: 151 Old Brighton Road, RD 1, Dunedin, phone 03 488 0336, email [grantsfarm@xtra.co.nz](mailto:grantsfarm@xtra.co.nz)

These are needed so that they can be presented to the winners of the various competitions. No excuses for non-receipt will be accepted, and those retaining trophies in the hope of winning them again will attract mockery.





## Advanced training

In an admirable initiative, two of our more experienced members are offering to give Tiger Moth pilots some training in two areas of more advanced flying — formation work and aerobatics.

Close formation flying must be done by skilled pilots for safety, and the sight of a group of Tiger Moths close together is guaranteed to bring a smile to even the most cynical spectator. Sporadic efforts in the past have led to some excellent displays of multi-Tiger Moth formations, in particular the Diamond Nine team of 1994 which performed so well at Warbirds Over Wanaka, but unless these

## Encouragement grant

At our Taumarunui AGM, Gerald Grocott made a most generous offer to fund some sort of encouragement for pilots and engineers to become involved in our sort of flying, particularly de Havilland types. It will be called The Moth Ltd Annual Grant, to benefit members of the Tiger Moth Club as a whole and not just an individual person's project, preserving the club as the core for supporting flying about "low and slow", as he puts it, in de Havilland aeroplanes.

An individual recipient must be a financial club member, and the greater the club's benefit from the funds the better, although that would not eliminate an investment in youth where the benefit may be some years off.

An application form for The Moth Ltd 2008 grant will be sent to all members who may wish to participate in this scheme, and completed forms must be returned to the secretary by 1 March for consideration by the committee.

## Website

The Tiger Moth Club, long regarded as a bastion of aeronautical Luddites, is showing signs of being dragged into the 21st century. A great deal of creative work by Benno Tissi has resulted in the establishment of the club's website, and anybody interested is invited, or rather urged, to look it up on [www.tigermothclub.co.nz](http://www.tigermothclub.co.nz)

Like any website worth its salt, the club's example is a work in progress, but there's already a wealth of information contained in it, including technical data, membership, historical and news of events. As the club's technical information grows it will be available on the website, along with lots of stuff about vintage aeroplanes in general.

Benno is the webmaster and can be contacted on 09 817 45434, 021 892 236 or email [tissi@ihug.co.nz](mailto:tissi@ihug.co.nz)

skills are constantly practised they tend to fade.

Bruce Donnelly, an A category instructor with a great deal of experience, including military, has offered to teach the techniques of formation flying in Tiger Moths, and the thought of working up a team of pilots able to give displays is an attractive one.

Anybody interested is asked to contact Bruce direct on 09 420 4039, 021 749 460 or email [bwadonnelly@clear.net.nz](mailto:bwadonnelly@clear.net.nz)

Tiger Moths were designed for aerobatics, another essential part of every military pilot's training, and in the past Graeme Taylor was noted for his success in the New Zealand Aerobatic Club's annual Waipukurau championships in ZK-BEF. Not many pilots compete in our own aerobatic competition at the AGM fly-ins, but there are people out there who want to learn more about flying their favourite aeroplanes to the appropriate limits.

David Phillips is currently our foremost display pilot in Tiger Moth aerobatics, and he has written an excellent exposition on the subject which can be found on the club website (see below). David has also offered to teach club members the art of aerobatics in their own aeroplanes, and he can be contacted on 09 292 9069, 021 384 225 or email [d.w.phillips@xtra.co.nz](mailto:d.w.phillips@xtra.co.nz)

And anybody who needs to be convinced of the quality of David's teaching should look at the 2007 winner of the club's aerobatics at Taumarunui. In this case the pupil, Robert McNair, beat the master, David Phillips.

There's an irony here. This very welcome progress on advanced Tiger Moth flying is coming even as the CAA seeks to restrict the activities of instructors by making them operate with a part 141 organisation, with all the paperwork and expense that involves.



Nobody has yet had the heart to tell Russell Brodie that Tiger Moth flying is supposed to be taken seriously! ZK-BRL is being enjoyed at its new home on Rangitata Island.



Jim Lawson (left) has just presented Robert McNair with the new aerobatics trophy, donated by Simon Spencer-Bower after the cup which has served the club more than 30 years had to be retired owing to overcrowding. Robert won the cup at the Taumarunui AGM fly-in against serious competition — including his teacher, David Phillips.

## The club's problem

by Wayne Greaves

Gerald Grocott's offer of fostering more Young Eagles by way of some sort of grant is welcome. May I suggest that we should be looking at our own club members and recruit new young members to the Tiger Moth Club, not go chucking it away outside of the club with no benefit to the club in the future.

I put it to the committee that maybe some thought should be given along the lines of giving our new Young Eagles, on becoming members of the Tiger Moth Club first, a sponsorship grant of perhaps 10 hours or to solo stage. We now have some very experienced instructors within the club, on our type of aircraft today, than we did in the past. I am sure they would be willing to look after our young 'uns and teach them well.

I am well aware of the problem of teaching a student in a Tiger Moth today, the availability of one and the insurance problem when it is time to go solo. Bruce Donnelly told me the problem had arisen with his son Jess wanting their Tiger AIA. Jess won a scholarship at Matamata of \$1000 and is using it on a Cub at North Shore to get taildragger experience.

Which now brings me to my own Young Eagle, my son Shane who has just joined the club to try and fulfil his late brother Scott's dream. Out of the last AGM, David Phillips came to me and said he would be honoured to teach Shane to fly. I told I was the one who was honoured, and Shane couldn't have got a better instructor.

David is the son of John Phillips who flew Tigers for East Coast Air Services Ltd, with John Riddell the owner, also Tom Newland later and still, I think, in the ALM syndicate. John Riddell was chief pilot light aircraft at Fieldair when I worked there, and BAL was his Tiger in the old East Coast Air Services days. It's great how things pan out.

Gerald Grocott told me Shane was very lucky to have David offer to train him. I agreed and said I was a great believer in fathers not teaching their children to fly. They learn better respect from another instructor. It has happened.

Last Queen's Birthday Weekend David and Shane got to meet and know each other. David put the first feather in Shane's bald tail, and what's more it was in Tiger BEN. Shane had a smile from ear to ear. "Much better in the back seat being actually taught than a passenger in the front seat, like the old days in BAL with Dad," he said. "And I like David's manner. I don't want anyone else to teach me."

I am pleased that they are going to get along OK when the real discipline starts. I told David, "I am not going to interfere. I give you the spring chicken; give me back the fledged eagle."

David has said he is happy to instruct Shane, but BEN

is not available to go solo in because of insurance. Also the aircraft costs have to be met. He has a Cessna 150 Aerobat that could be cheaper to run than the Tiger.

The restoration of AQC hinges on available finance, but there is no time frame.

This now brings me to my elder son Scott, who was a born aviator while his brother Shane is more the mariner. Scott was going to join the RNZAF, but when the Strike Wing was canned he went Navy and intended to become a helicopter pilot. He often said, "You don't fly them, you prevent them from crashing." A challenge.

Scott was learning to fly civilly, at Taieri. He wanted to follow in his Grandpop's footsteps — my ex-father-in-law who learned in Tigers there during the war and who was a Lancaster bomber man in the latter part of WW2. Scott's training was in a Cessna 152, but he had made friends with Tom Grant, the local Tiger man. I hope to be able to get to the next AGM there, but Shane will be at sea, unfortunately, in the Gulf aboard HMNZS Te Mana.

We would like to present a trophy in memory of Scott, as his dream was to restore AQC, Gisborne Aerial Top-dressing's first Tiger and in memory of its founder, Lawson Field, later my boss, and also now for Scott as well, by his brother Shane. AQC was affectionately known as Barbara One.

Scott was a lover of all Geoffrey de Havilland's designs, even the Canadian models. His favourite was the DH88 Comet, but he did like the Mossie as well and of course the DH82A Tiger Moth. Wonder why?

Shane and I have decided the trophy will probably be an old VSI out of a Tiger, mounted in a piece of instrument panel, to be presented to a club member for the best new restoration project for the year. We have aircraft other than de Havilland in the club now, but preference must go to de Havilland types first before being presented for another make.

We would have liked to present it at Taieri, of course, but Shane thinks Gisborne will be better as AQC is being restored here and he intends to be there for the 2009 AGM weekend. He wants to present it for his brother, and most of all he is going to try really hard to have AQC ready as well. Glenn Thompson says it could be quite possible in an all-out effort, pending funds.

### And finally

That's quite enough for now, and we hope you appreciate the complete lack of reference to political parties, wars on abstract nouns and other unpleasantness in this newsletter. Have a very Happy Christmas and may 2008 be blessed with lots of good flying weather and flying.

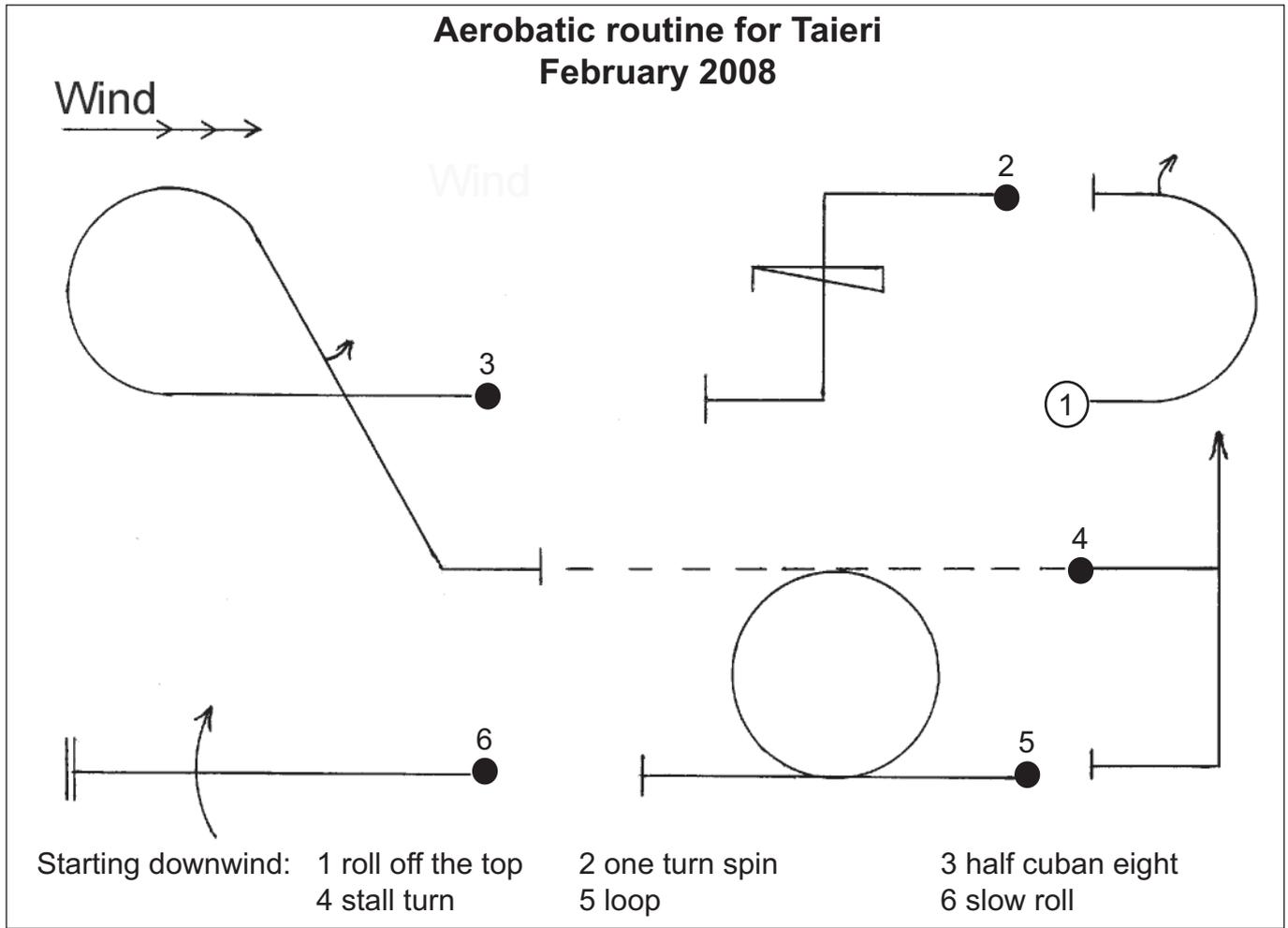
**John King, secretary/treasurer/editor etc**

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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.*



**TIGER MOTH CLUB OF NEW ZEALAND INC**

**TAIERI FLY-IN, 23-24 FEBRUARY 2008**

The Otago Aero Club has kindly offered to be our hosts during our triennial return to the South Island, for which we thank the members. The format for the weekend will be the familiar one: arrive on the Friday, competitions all day Saturday, annual dinner and prizegiving Saturday evening and AGM Sunday morning, after which participants usually head homewards.

For Gipsy Major powered aeroplanes, mogas will be available, and for their crews, food will be available on the airfield. In the past, the organisers have had to make calculated guesses as to the number of visitors expected, with the weather being the biggest factor in the guesswork. To date we have been lucky and have not had to pay for dinners ordered but not used owing to non-attendance, but this year we ask members to fill in the form below and return it, with the \$20.00 going towards the cost of the dinner, in good time to give an indication of numbers expected. Anyone failing to register cannot be guaranteed a place in the dinner queue.



**REGISTRATION FORM**

**TAIERI FLY-IN, 23-24 FEBRUARY 2008**

NAME ..... NUMBER ATTENDING ..... AIRCRAFT ZK- .....

Telephone no (0 ) ..... Mobile ( ) ..... Fax (0 ) .....

email .....

Accommodation required (tick one): Stevenson (sleeping bag required)      Billet      Organising own

YES, I/WE will be attending and enclose \$20.00 per head (deductible from dinner cost).

Return ASAP to: Jeanette Grant, 151 Old Brighton Road, RD 1, DUNEDIN. Phone/fax 03 488 0336