

TIGER RAG

NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

JULY 2016

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Secretary Graeme Wood

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LIFE MEMBERS: Simon Spencer-Bower, Jim Lawson, John Pheasant, Loretta McGarry, John King, Alan Land, Les Marshall

TIGERS AT THE WALSH MEMORIAL

This year 2016 is the 50th anniversary of the Walsh Memorial Scout Flying School, at Matamata and again we offered to fly some Tiger Moths down to the school, as we have done for the past two years. Our attendance has been a huge success and much appreciated by the organisers of the event and even more so by the students who gained a flight in a Tiger Moth. Our offer of attendance was accepted and it was all on.

One of our Committee members, Grant Wilson, put his hand up to organise the whole thing, starting with finding some pilots with their planes, who would, voluntarily, take on the arduous task of flying all day, each taking anywhere from ten to fifteen students for a twenty minute sortie. A lot of our Club members volunteered their services and it ended up with Wayne Edwards in BEC, John Pheasant in BFF, Graeme Wood in Grant's Tiger ALK, Peter Bradfield in BLI and last but not least, Jan Chisum in Des Strong's Tiger BMY.



Photo: Jim Lawson

Grant then drew up a flying programme and with help from James Hillson from the School, who provide a list of prospective passengers, they put names to planes. Then there was the question of ground support, students would have to be suitably attired and briefed before climbing into the cockpit, shown how the seat belts were fitted, engines would have to be started, assistance with taxiing and positioning, refuelling, oil top up and numerous other tasks that would crop up from time to time. Grant wanted to involve some younger people to give them some experience and was able to involve Louis McNair and Isaac Bradfield

In the past the team have taken off and returned in formation, with the formation leader making all the radio calls, this kept radio chatter to a minimum and there was a lot of that with three runways in use. Air traffic control, were very happy with that method of operation. With five Tigers the plan was to have the first flight of two planes take off, Graeme and Peter and after a 5 minute time lapse, the second flight of three would then depart, Wayne and Jan, led by John. This worked admirably, it also gave the ground crew a bit of a respite until the planes came back, then they were into their busy routine of turning the planes around changing the passengers over and any other task the pilots required them to do.



I must say that during the time I was there, the operation ran very smoothly indeed and this was down to Grant with his organisational abilities and input. Not only that, he brought with him in his ute, a large drum of fuel, the fuel pump, containers of oil and all the other bits and pieces necessary to deal with any eventuality. He put the whole thing together and ran it on the day, also his assistants, Louis McNair and Isaac Bradfield, besides learning a great deal, did a great job.

All the pilots, also, did a great job, it was a long day for them, lots of flying hours, interspaced with landings and take offs and then they had to fly home. But their efforts were well appreciated by the students, the looks on their faces, when they got back, told the real story.

On behalf of the Tiger Moth Club NZ, I extend my thanks and appreciation to the whole Team, for voluntarily stepping up and providing a lot of young budding pilots with an experience that they could not get anywhere else and will remember forever.

Jim Lawson. President.

DH94 Moth Minor

In the July 2015 issue of the Tiger Rag, John King managed to capture a really good picture, through the cabin window of a Fox Moth, of, in my view, the most attractive aircraft de Havilland ever produced, namely the DH94 Moth Minor. Of course I am writing about aircraft designed and produced before WW2, which incidentally was responsible for the cessation of production of the DH94, along with many other types.

Stan Smith, one of our members, is the now, proud owner of NZ 597, the aircraft in the picture, the civil registration being ZK-AKM. There is a story to be told about this aircraft which I will put together for a future Tiger Rag. In the mean time I enclose a before and after picture of the said aircraft, taken on its test flight day, after rebuild, in early 1977.

Jim Lawson.



Chopper trainer on top of world

OUR PATRON: Simon Spencer-Bower



Already considered a "master" by his peers and the New Zealand aviation industry, Wanaka pilot Simon Spencer-Bower has been acclaimed internationally as one of the world's best helicopter flight instructors.

Mr Spencer-Bower (66) is the owner of Wanaka Helicopters and one of nine winners in this year's Helicopter Association International (HAI) Salute to Excellence Awards. The HAI represents the world's helicopter industry.

He was "rapt" to win the 2015 WA "Dub" Blessing Certified Flight Instructor of the Year Award, which will be presented to him at the HAI annual Heli-Expo in Orlando, Florida, in early March.

"We've always strived to do the best job that is possible with our flight training out here, and for it to be recognised world-wide is pretty special," Mr Spencer-Bower said from his company's base at Wanaka Airport yesterday.

"It would be one of the biggest awards I've had. There's been a few national ones, but an international one's always very special. It's quite nice, really ... to be recognised for something like that - that you're pretty passionate about."

Mr Spencer-Bower created the Advanced Helicopter Mountain Flying Course, the only mountain training course approved by New Zealand's Civil Aviation Authority (CAA).

His instructing philosophy was to teach students beyond the bounds of the standard curriculum so they learned above-average flight skills, as well as good aeronautical decision-making skills.

"We wanted to go to an advanced standard because look at all our beautiful mountains around here - we can do that. And so we just created a course that was over and above what was normally taught anywhere else in the country."

Respected Queenstown pilot and Lakes District Air Rescue Trust chairman Jules Tapper was taught to fly helicopters by Mr Spencer-Bower in the mid-1990s. He rated his former instructor as "undoubtedly one of the most proficient and experienced helicopter instructors in the world", particularly with regard to his "unique" mountain flying and awareness techniques.

"In my over 54 years' direct involvement in flying fixed wing aircraft and helicopters I have yet to find a more practical and thorough teacher in the art of flying. He is a master," Mr Tapper said.

"He's one of these quiet achievers ... he's considered by his peers in New Zealand and by the department (CAA) here as being an exceptional instructor and quite obviously the word's got out internationally."

Mr Spencer-Bower said Wanaka Helicopters recently gained Government approval to offer student loans to trainee pilots working towards a diploma in aviation. As a result, student numbers would increase "hugely" at the Wanaka school, where - despite his new international honour - it would be business as usual.

"I'm still passionate about producing top-quality pilots so nothing will change."

Simon Spencer-Bower

- Pilot since 1967, helicopter pilot since 1980, helicopter flight instructor since 1984.
- Nearly 21,000 flight hours.
- 12,500 hours helicopter dual flight instruction.
- Has trained nearly 600 pilots for private, commercial and instructor certificates.
- One of highest-time pilots of Robinson helicopters in the world, most training other pilots in the R22 model.
- Has clocked up more than 15,000 hours in the R22, R44, and R66.
- Awarded Director of Civil Aviation's Individual Award in 2002.
- Awarded Queen's Service Medal in 2009 for services to aviation.
- Awarded Captain Greg Vujcich Memorial Award by New Zealand Airline Pilots Association in 2009



Article and photos courtesy of the Otago Daily Times. By [Lucy Ibbotson](#) on Tue, 13 Jan 2015



TIGER MOTH CLUB NZ Inc. AGM DANNEVIRKE 2016

Report by Jim Lawson

As usual, leading up to the weekend of the AGM, the weather was rubbish, so were my arrangements for getting there. 27 was unavailable, the Beaver was booked to go to the South Island, the pilot of Air Force One, (the Presidents plane) was unable to accommodate me, as a last resort John King offered me a lift in his car, so be it. Suddenly the whole picture changed, the Beaver came free, the pilot was going to take the Stearman instead, the Beaver was ours. Ours being Ace with Jeanny, Woodsy and me, so the original mission was all on, that being, to fix a dead Tiger at Napier. Thursday morning arrived, the Beaver was loaded up with all the necessary gear and we were off to Taumarunui to pick up Jeanette Lei. (TAC Secretary) All went well and we eventually arrived at Napier.

At the Art Deco fly in, the weekend before, Woodsy's Tiger, BLI, had a minor engine failure, *IE*:- a valve seat had become dislodged, necessitating removal of the said head. Having located a serviceable head, all that remained to be done was put the new head on and then Woodsy could fly down to Dannevirke, (DV) and add to the number of Tigers which were expected. With three engine experts, maybe a little old, what could be easier? Fixing the engine *was* the easy bit, what ensued the next day, proved to be very hard indeed.



After a quiet night, where we enjoyed a good dinner and the company of a friend, Richard Nowland, also Jim and Sheryl Schmidt who had landed at Bridge Pa and were staying at Jerry and Jan's hanger, we went out to the airfield to do another check engine run. All was well, no leaks and engine performing as it should. We were ready to go. Then it started. BLI did not have a transponder and when Woodsy called up the tower, he was refused departure.

At that time we saw BAL from Gisborne pass overhead, and having heard the conversation on the RT, Pete McCombe and Paddy Callaghan offered to help, landed at Napier, and taxied over. After a short break Woodsy called up the tower to say that they would be leaving with BAL in formation, using BAL's transponder. The reply was negative. What would happen if BAL's transponder failed? Woodsy tried to point out that the same would happen if BAL's transponder failed without BLI being in formation with them. After a short discussion, they said that they would have to get permission from Christchurch for the take-off to be approved.



It must be noted that all the negotiation with Napier ATC had to be done on the RT, as the phone land line was giving a disconnected signal??!! At last, the OK came through and they were off. The plan was to fly over to Bridge Pa, meet up with Jim and Sheryl Schmidt and fly to DV in formation. Jeanette went along with Woodsy, to keep an eye on the situation. We refuelled the Beaver and after a short delay, picked up Penny Baynes who had arrived via AirNZ and we were also on our way.



When we arrived at DV, Ken Jones had been busy sorting out all the plane parking and by barbeque time there was 10 Tiger Moths, along with a smattering of other types, on the ground. After introductions all round, thanks to the volunteers, everything was falling into place, the fuel truck, with Les and Ken aboard were busy, Rob had got the van and was transporting people to their respective beds for the weekend, most importantly, the Dannevirke Flying Club and their team of helpers were busy getting the barbeque ready. After that, where we ate and drank too much, it was time to retire, we all had had a busy day.

Next day we were all up, bright and early, some not so bright and as ACE said, sick and tired of getting up sick and tired. With breakfast over we were all transported out to the airfield, to begin the competitions, it was good to see that our Patron, Simon Spencer-Bower had arrived, especially in a Chipmunk. The briefing was held by Ross Macdonald, a member and an instructor, with good local knowledge. Safety being the first thing discussed, followed by a lecture from our, in house Bombardier, John Pheasant on how to safely carry the bombs in the cockpit and the correct way to drop them, of course with no promises of accuracy. Then it was time to go and this is when the volunteers came into their own, the bomb site and spot landing site was quickly manned and womaned, with others doing all sorts of tasks as the occasions arose.



The weather was nice and sunny, with enough wind to make it interesting for the pilots and volunteers, at the bombing and spot landing site. While we gradually worked our way through the competitions, the Dannevirke Flying School were busy, keeping us supplied with plenty of snacks and a bumper lunch. Also in the hangar there was a display of art called Topdressing Daze, by Mike Harold, a local artist, who very successfully, made fun of a lot of the local pilots from the top dressing days, who got up to mischief and also got themselves into situations that they really did not want to discuss. The aerobatics and perfect loop competitions, which are very popular, were fiercely fought over. The winner of the perfect loop being Woodsy, our Secretary, who was carrying a passenger with a camera, who filmed the whole event. Bill Hohepa, who has a television programme called Low Gear, had arranged with Woodsy to be at Dannevirke especially, to film the various aspects of our Fly In and to interview a few of our members, the writer included. The camera person was Bill's wife who was the lucky lady to fly with Woodsy in the perfect loop. A copy of the programme can be purchased from Grant Drinkrow, our Treasurer, for a small fee.

Another long and hard day, for the participants and volunteers, ended, with Robert running a few trips, taking the troops, back into town, to get ready for our well-earned evening dinner and prize giving. The dinner was preceded by a film and narrative by Glenys Scott, about Squadron Leader Phil Lamason, a Dannevirke boy and Lancaster pilot, shot down over Germany and ending up in Buchenwald, where his exploits and heroism saved many lives. Waipukerau author, Hilary Pederson has been commissioned to write the life story of this brave airman, we await its publication, with interest. We welcomed our overseas members, Barry Kane from Hawaii, Pete Hunt from San Diego and Hawkeye, again, from Sweden, with his own aeroplane. The trophy presentations went off very well indeed, with a few surprises and lots of laughs. We rounded off the

evening with a thanks to the Dargaville-oops-Dannevirke Flying School members, who were present at the dinner, they did a great job as our hosts.

Early the next morning, our Patron, Simon Spencer-Bower and the writer were out at the airfield, so that I could do a few circuits in Simon's Chipmunk, which I was to fly back to Ardmore. Circuits accomplished, we commenced the AGM a little later than expected, par for the course after a night out on the tiles. After the AGM, Minutes of which appear elsewhere in this Rag, it was time to think about going home, the weather round the Country was not that flash, but still flyable. Again, our hosts had been busy and turned on lunch for us, but it was time to leave.

I chose to cross over the Ruahines, refuel at Te Kuiti and continue on, up the middle, to Ardmore, but this was not to be. After climbing up over the rotors off the tops of the Ruahines, I set heading for TK, in bright sunshine, over a blanket of cloud, no matter, there was plenty of breaks for me to pop down through, if I needed to. After I had passed Mount Ruapehu the breaks ceased to be apparent, there was no other option, but to turn back to Lake Taupo which I had previously observed, did not have any cloud cover. This achieved, I set heading under the clouds, for Taumarunui, where I could refuel, eat my sandwich and continue on. Again, this was not to be, the weather under the clouds was RS, but eventually I was down wind for my favourite airfield. After landing and taxiing in, here was ACE with the Beaver, having dropped off Jeanette Lei, had made the decision not to continue because of the weather, I was able to confirm he had made the right choice, we were weather bound for a few hours.



We aviators are accustomed to playing the waiting game, but it was sausages, fish and chip time, which we all got stuck into, courtesy of Erik Lei. At the same time, no thanks to Z Energy, having dis-courteously removed the only fuel supply for miles, I had to go down town and get some of the necessary, again thanks to Erik and Jeanette Lei. With the weather clearing up a little bit, it looked like time to have a go at getting back to Auckland. ACE took off with me close behind, but I soon lost him in the murk. It was time for me to take stock, ECT was one and a half hours away and it looked like I was going to have to do the old IFR bit, which would extend my flight time, and the last thing I wanted to do, was put down somewhere, because of the darkness, miles from Auckland and inconvenience a lot of people, so I turned back, again, twice in one day, that was a bit of a record, that is why I am still here to tell the story. Safety first, keep a good look out, in front and behind and give yourself plenty of options. Thank goodness for Jeanette and Erik at TM.

Having spent the night, in the company of these nice people, I was set to go at AM, but the weather was not that good, however after a short wait, I took off. It was not until Pirongia that I could see land marks in the distance, so the last wee bit of the flight home was very enjoyable. So, that was that, another AGM done and dusted, at a very good airfield and hosted by a

great bunch of people, the Dannevirke Flying School certainly did us proud, thank you very much for your hospitality, we will be back. Another great bunch of people are our members who were at the fly in and who participated in the fun and games that we usually get up to at such events. I met a lot of old friends and young ones too, it was great to catch up. I take this opportunity to thank the members of the Committee for all the good work they carried out during the past year, especially with their hands on at the AGM. Also thanks to the volunteers, without you, we could not hold such successful events, as we do. Roll on Taumarunui.

Jim Lawson.

President, Tiger Moth Club NZ Inc.





ARRIVALS

PLACE: DANNEVIRKE

Date - 4th-6th March 2016

Registration	Aircraft	PIC	PAX	Home Base
Friday	4th March			
JDJ	C 177	Grant Drinkrow	Karen Drinkrow	Ardmore
CAW	Acro Sport	Neville Worsley	-	Hawera
PGP	Glstar	Pete Hunt	-	Ardmore/San Diego
CKH	Beaver	Ace Edwards	Jeannie, Penny Barnes, Jim Lawson	Ardmore
MBY	Thorp S18T	Mesa Land	Debbie Land	Kaikohe
BKW	Piper Cub	Kevin Paulsen	Leanne Paulsen	Ardmore
	Fletcher	Murray McFarlane	-	Palm. Nth
CCQ	DH82A	Jim Schmidt	Cheryl Schmidt	Kaipara Flats
BLI	DH82A	Graeme Woods	Jeanette Lei	Bridge Pa
BAL	DH82A	Pete McCombe	Paddy Callaghan	Gisborne
KMK	C 180	Keith Skilling	Robert & Jenny Gordon	Tauranga
ENC	Harvard	Derek Williams	Edith Robinson	Tauranga
-	CAR	Alan Land	-	Taupo
-	FUEL TRUCK	Les Marshall	Ken Olsen?	Papakura
-	Caravan	Des Strong	Lorraine Strong	Rangiotu
BJQ	DH82A	Phil Welcome	-	Ardmore
BFF	DH82A	John Pheasant	Gloria Pheasant	Tauranga
BEF	DH82A	Lea Giblin	-	Waipukurau
BAH	DH82A	John Baynes	-	Gore
ANQ	DH82A	Wayne Tantrum	Tim Thompson	Omaka
BEC	DH82A	Wayne Edwards	-	Patamahohe
SE-AIK	Buc Jun	Hawkeye	-	Sweden
N861WP	DHC1	Bevan Dewes	-	Masterton
KWI	Nanchang	Ryan Southam	Tracey	Omaka
RJK	Minicab	Jan Chisum	-	Bridge Pa
BMV	DH82A	Jerry Chisum	-	Bridge Pa
Saturday	5th March			
AON	DH82A	Bill Lamb	-	Hastings
CST	C150	Peter Scott	-	Napier
AHO	J3Cub	Ross MacDonald	-	Waipukurau
DUC	Chipmunk	Simon Spencer-Bower	-	Wanaka
ARM	Chipmunk	Frank Koenders	Athol Brown	Palm. Nth
KMA	Tecnam	Ken McKee	-	Napier
CHL	C 185	Guy Laver	-	Dannevirke
WTA	AgCat	Hallet Griffin	-	Palm. Nth
FHR	Bear Hawk	Lars Fellman	Allison Fellman	Kaipara Harbour
LLY	Tecnam	?	-	Fielding
AJP	DH82A	Joe Harris	Kelsey Harris	Napier
BRO	Cub	Stephanie Eilers	Bruce Govenlock	Hastings
DON	Maul	John Riddell	-	Weber
RVG	RV	Les Worsley	Neville Worsley	Hawera
DXA	C 185	Bob Gunson	-	OngaOnga

DANNEVIRKE 2016 COMPETITON RESULTS

NAME	SPOT LANDING				BOMBING			TIME TRIAL		NO INST CIRC		PERFECT LOOP		AEROBATICS	
	1st	2nd	AVE	PLACE	No1	No2	PLACE		PLACE		PLACE		PLACE		PLACE
Wayne Edwards	15	40			15	11	4th	5.18	3rd	102	1st	115	2nd		
Hawkeye	15	5	20				30					55			
Graeme Wood	5	15	20		12	12					5th	139	1st		
Phil Welcome	20	5	25		14	18						94		1100	3rd
Bill Lamb	20	10			35	1	1st								
Jim Schmidt					20	28		5.24	4th						
Amanda Rutland	10	12	22		19	22									
Pete McCombe	4	10	14	2nd	7	9	5th	5.41	5th			108	4th		
Ace Edwards					10	15									
Lea Gibling	19	17													
John Pheasant	12	6	18	4th eq	10	50									
Tracey Dixon	5	0			50	55						96			
Jerry Chisum	10	8	18	4th eq	15	20		5.12	2nd		4th	97		1243	2nd
Martin Burdan	1	21	22		19	38									
Grant Drinkrow					30	25									
Ryan Southam						14						112	3rd	1521	1st
Wayne Tantrum	20	25			26	30									
Kevin Paulsen	.5	8	8.5	1st	41	4	2nd								
Paul Corrin	5	0			5	28	3rd								
Leanne Butler					27	40									
John Baynes	20	15			25	24		5.11	1st			55			
Jan Chisum	15	5	20		17	8				100.5	2nd	18			
Ross McDonald	25	5			23	26									
Bevan Dewes	12	16								99.5	3rd	102	5th		
Jan Crossan						22									
Keith Skilling	10	7	17	3rd	12	11									



AGM TROPHIES.

Date Presented. 05/03/16

Place. Dannevirke

Trophy Name.

Presented For.

Presented To.

Ross Duncan Memorial Cup.
 Murray Neich Memorial Trophy.
 Loretta McGarry Rose Bowl.
 E.F. Harvie Memorial Mug.
 John Crosbie Trophy.
 Dudley Payne Cup.
 Temple Martin Memorial Cup.
 Noya Smith Tankard.
 Stan White Memorial Cup.
 Simon Spencer-Bower Cup.
 E.J.Schaeffer.
 John Mackie Memorial Trophy.
 Brodie Trophy.
 J & AC Lawson Trophy.
 Scott Greaves Memorial Trophy.
 Pine Park Trophy.

Committee decision.
 Youngest competing member.
 Best vintage aeroplane.
 Most helpful member.
 Most interesting flight to fly in.
 Most magnificent Moth.
 Most original Tiger Moth .
 Bombing.
 Perfect Loop.
 Tiger Moth Aerobatics.
 Non instrument circuit.
 Spot Landing.
 Air race/time trial.
 Non Tiger Moth Aerobatics.
 Best return to service.
 Longest flight in open cockpit.

Grant & Karen Drinkrow
 Bevan Dewes.
 ACE Edwards. (Beaver)
 John Pheasant.
 Wayne Edwards.
 Bill Lamb. (AON)
 Wayne Tantrum. (ANQ)
 Bill Lamb.
 Graeme Wood.
 Ryan Southam.
 Wayne Edwards.
 Kevin Paulsen.
 John Baynes.
 Bevan Dewes.
 John Baynes.
 Wayne & Hawkeye.

TAUMARUNUI TROPHIES.

Date Presented.

John & Vel Hainsworth,
 Hikurangi Challenge Trophy.
 Ross Duncan Red Tiger Trophy.
 Ross Duncan Memorial Cup.

Bombing and spot landing.
 Tiger Moth spot landing.
 Committee decision.

Piper Cub Trophy.

Spot Landing.



Omarama Selected Venue for 2017 Annual Fly-in.

At the recent 2016 AGM, members endorsed Omarama as the venue for the 2017 Annual fly-in and AGM. It will be held on the weekend of March 3rd. to 6th. Situated at the base of the McKenzie Country in Central Otago, Omarama offers a large glider airfield, with excellent accommodation, and the opportunity to engage in local and mountain flying. Weather patterns for that time of the year show we can expect warmer temperatures, and light wind conditions.

The Countrytime Hotel is on the airfield, with adjacent aircraft parking right at the hotel. The hotel is offering a special rate for members attending the fly-in. Early reservations are mandatory as accommodation is at a premium there at that time of the year. For reservations call the hotel, Ph. 03-4389894

The rate including GST is;

Single/ Twin/Double	\$130.00
Extra Person	\$35.00
Buffet Breakfast	\$22.00.

Motel accommodation is available at the nearby Ahuriri and Sierra Motels. The pricing for these motels is very similar to the rate at the Countrytime Hotel.

Budget accommodation is available at Omarama Top 10 Holiday Park. Approximately 1km from the airfield they have motel units, cabins, and powered campervan and caravan sites. Phone 034389875.

BOOK EARLY TO SECURE YOUR ACCOMMODATION AT OMARAMA.

The Club is organising a rally from Auckland to Omarama, to coincide with the AGM. Planning is underway, with the majority of the time on the rally planned to be in the South Island. Also, the Annual fly-in is planned to be over three days, from Friday 3rd. to Monday 6th March. This will allow local flying on the Sunday after the AGM. More rally news will be published in the next edition of the Tiger Rag.

ELECTED OFFICERS of the CLUB.

Jim Lawson was re-elected as President of the Club at the Annual General Meeting.

Jan Chisum was re-elected as Vice-President, with Graeme Wood retaining the position of Secretary.

Grant Drinkrow was elected as Treasurer, a role he has been fulfilling for the past six months.

The Committee consists of Jerry Chisum, John King, Wayne Edwards, Robert Gordon, Alan Land, Ryan Southam, John Baynes, and newly elected Peter McCombe.

CLUB FINANCIAL STATEMENTS.

During the past financial year the Committee recognised the state of the membership, and the financial reporting needed considerable attention. A full audit was carried out by an independent Auditor, and the membership list was purged by the incoming Treasurer, Grant Drinkrow. This time-consuming project resulted in a reduced membership, and a stronger than expected balance sheet, and asset register.

SCHOLARSHIP FUND.

At the last Committee meeting held May 29th, The Treasurer reported that this fund was approx. \$780 in debt. This follows the flight training of the last two recipients, and the decision of the Committee to reimburse a portion of the costs incurred by aircraft attending the Walsh Memorial Flying School. More income is being sought for the Fund. Meanwhile, in response to a motion passed at the AGM, the Committee have approved that funding for the Scholarship Fund be sourced from;

1. Donations received,
2. Profits from sales of merchandise,
3. 10% of membership fees received annually,
4. Interest from cash deposits.

The Committee considers attendance by Club member`s aircraft at Walsh Memorial Flying School a worthy exercise, generating membership and heightened interest in Tiger Moths and vintage aircraft by the students. For these reasons it was decided to support the aircraft attending the School from the Scholarship fund.

CLUB SPARE PROPELLOR.

The Club has had a spare propeller for several years. Recently the serviceability of the propeller was questioned by a licensed engineer, and it was sent to an overhaul facility for checking. Unfortunately, the propeller was declared as being beyond economical repair, with deterioration and delamination of the bonded joints around the leading edges. The Committee are considering the purchase of a replacement spare propeller, and sale of the unserviceable one. It is proposed to list the propeller on Trade-me, as it is considered that it has value for decorative or ornamental use. Offers prior to the listing will be considered. Contact the Secretary.

AERO DECO.

The Club was again invited to the annual Aero Deco flying weekend, which is held annually at Napier, in conjunction with Art Deco. Hosted by the Napier Aero Club, this is becoming a popular and major annual occasion on the Club calendar. Vintage aircraft attending this year were;
Tiger Moths ZK-BEC, Wayne Edwards. ZK BLI, Peter Bradfield. ZK-CCQ, Jim and Cheryl Schmidt. ZK-BMY, Jan Chisum. ZK-BAL, Paddy Callaghan. And ZK-AJP, Jo Harris. Ryan STM ZK-BEM, Mike Hayman.
Bucker Jungmann SE-AIK, Hakan Wilkaander (Hawkeye). And Fox Moth ZK-APT, Graeme Wood.
The aircraft made several formation flights over the city, and were on display to the public at Napier airport. Appropriately qualified aircraft were flying rides around the city. The Club sincerely thanks the Napier Aero Club for their invitation and organisation of the weekend.



Upcoming Events!

THE TIGER MOTH CLUB NZ INC. TAUMARUNUI FLY IN October 14TH - 16TH 2016

We are already planning our fly in for our usual weekend, before Labour Weekend and we want you to know that the Hostel has been booked, the Golf Club dining room has been booked and the caterers have been organised. The weather has also been booked and will be as good as always.

On the 22nd May, 1946 the first DHC-1 Chipmunk took to the air, a product of de Havilland Aircraft of Canada Ltd. On landing, the test pilot Pat Fillingham told the design team, you have a winner. Production of the Chipmunk was then taken up in the UK and in Portugal, the final total being 1,321 aircraft. The many accolades awarded to this wonderful aeroplane, are too many to mention. Suffice to say, that it is now often referred to, as the poor man's Spitfire.

To commemorate the birth of the de Havilland Chipmunk, the Tiger Moth Club NZ Inc. invite all Chipmunk owners to join us at Taumarunui for our Spring fly in, on the 14th, 15th, 16th October 2016. While we have a large contingent of Chipmunks in our Club, we want to include those owners, with Chipmunks, who are not members to come along to this special weekend. Please pass on this invitation to anyone you know.

Jim Lawson. President.

SOUTH ISLAND AKRO FEST

Omaka Aerodrome

Celebrating 70 years of the Chipmunk!

18th-20th November 2016

Contact: Andrew Love

Email: torque_roll@hotmail.com

The Tiger Moth Club of New Zealand Annual Fly In & AGM

Omarama Airfield

3rd - 6th March 2017

Aircraft Control Cables Manufactured



Martin Aviation Services Ltd

19 Village Way
Ardmore Airfield
PDC 14 - Papakura, Sth Auckland
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Email johng@slingshot.co.nz



For Sale - Simmonds Spartan ZK-ABK

*Unique aircraft in NZ - professionally
rebuilt with full record and photos of
process.*

*Has a current C of A and would be
sold with a fresh 100 hr inspection and
ARA.*

*Taxies, flies and behaves like a Tiger.
This is a Classic Airshow machine and
fun to fly.*

Enquires to Pat Scotter
scotter@xtra.co.nz or 0274163350



Tiger Moth Club of New Zealand Inc

SUBSCRIPTION NOTICE

2016

Name			
Address			
Email			
Contact Phone			
Mobile			
Aircraft			
Cheque enclosed for			
Annual Subs	\$20.00	Please Make Cheques payable to	
Vountary Donation to Scholarship Fund		Tiger Moth Cub NZ Inc	
Total Paid		or... I will pay by Direct Credit	
Grant Drinkrow The Treasurer, Tiger Moth Club of New Zealand, Postal Centre 14, Papakura, 2244. New Zealand EMAIL: grant.drinkrow@xtra.co.nz		Date Sent/Paid: ASB 12 3194 0023828 00	



Tiger Moth Club of New Zealand Inc

MEMBERSHIP APPLICATION FORM

Surname		Christian Name/s				
Address						
Email						
Contact Phone						
Mobile						
Pilots Licence Type/#						
Instructors Rating/CAT.						
L.A.M.E. Number						
The Membership fee is \$20 per calendar year. Please enclose a cheque with your application or you may use internet banking if you prefer.				ASB 12 3194 0023828 00 (Please ensure you include your name as reference when making an internet deposit)		
Aircraft Owned Type / Reg				Please return your form to the Treasurer...		
1				Grant Drinkrow The Treasurer, Tiger Moth Club of New Zealand, Postal Centre 14, Papakura, 2244. New Zealand EMAIL: grant.drinkrow@xtra.co.nz		
2						
3						
I wish to donate \$ to the Scholarship fund						

