

# TIGER RAG

NEWSLETTER OF THE TIGER MOTH CLUB OF NEW ZEALAND INC

**October 2017**

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## SPRING FLY IN AT TAUMARUNUI

13<sup>th</sup> to 15<sup>th</sup> OCTOBER 2017.

Time is running out, if you have not filled in your registration form, this is an urgent reminder to download it and fill in all the necessary boxes and send it off to our Treasure, Grant Drinkrow at Tiger Moth Club, Postal Centre 2214, Papakura 2244, Auckland. Or email it to [tigermothclub@gmail.com](mailto:tigermothclub@gmail.com) A copy of this appears at the end of this

The High School Hostel is filling up fast, so to reserve a bed, \$25.00 per night, email Keri Baker at [neck11@vodafone.com](mailto:neck11@vodafone.com) Or phone between the hours of 9.00am and 3.00pm at home on 07 8957837 or between the hours of 3.00pm and 10.00pm at the Hostel on 07 8956320, cell 02040802403. Breakfast will be available, paid for by donation. We also have the van/bus on the same basis.

**Please Note.** After the 6<sup>th</sup> of October Keri will not be available, so if you are really late in registering, please contact Karen Begg on 0211841863.

Registration is very important, as the Secretary of the Taumarunui Aero Club is required to give the caterers as much notice as possible of the total number of guests that we expect to arrive for dinner at the Taumarunui Golf Club rooms. It is also important to know the numbers that will be at the Hostel on Friday for the, always well received barbeque

Accommodation is going to be very tight at the local hotels and motels due to the fact that the Vintage Car Club is also having a meeting in the town. So if you wish to arrive in a camper van, feel free to park at the airfield.

We will be having the usual competitions, spot landing and bombing for the Hikurangi Challenge Trophy, spot landing for de Havilland aircraft and spot landing for Piper Cubs, the perfect loop for Tiger Moths and the perfect loop for any other type of aircraft.

If you have a trophy that you won at the last Taumarunui meeting, bring it along, suitably inscribed and highly polished, ready to be handed over to the next recipient.

This weekend is a rather special weekend for Taumarunui, they are commemorating the 50<sup>th</sup> anniversary of the opening of the airfield, this also means that there will be a lot more aircraft arriving at the airfield. However all of this will take place on the Sunday, so departing aircraft will have to take extra care in their movements.

I take this opportunity to thank the Taumarunui Aero Club for their invitation to have our Spring Fly In, at their airfield, it is always a good start to our flying year, as well as being with such nice people.

Jim Lawson. President.

# ANNUAL FLY-IN and AGM, WHITIANGA.

## 2<sup>nd</sup> to 4<sup>th</sup> MARCH 2018.

Planning for the 2018 event is nearly complete. Host for this weekend is the Mercury Bay Aero Club, owners of Whitianga airfield. The weekend will commence on Friday 2<sup>nd</sup> with a BBQ and refreshments at the airfield. The Departure Lounge Cafe in the Aero Club rooms will be catering for the BBQ, and will also have lunches available on Saturday and Sunday.

Saturday will be Club competition Day, followed by the prize-giving and Annual Dinner, to be held at the Mercury Bay Club, Cook Drive, Whitianga. On Sunday morning the Annual General Meeting will be held at the Clubrooms of the Mercury Bay Aero Club commencing at 10 a.m. sharp.

Whitianga is a resort town in the heart of the Coromandel. It offers spectacular scenery and excellent beaches. March is high season for tourists, so early accommodation bookings are necessary.

Recommended Motels close to the Dinner venue are;

Sea Gypsy Motel - 7 Mill Rd. Ph. 07 8665263. (mid range).

Peninsula Motel - 95 Albert St. Ph. 07 8665607. (mid range)

Marina Park Apartments - 84 Albert St., Ph. 07 8660599. (Premium) 10% discount available for Club members.

There will be more information on the event nearer the time.

## Taupo Gliding Club 50<sup>th</sup> Anniversary.

The Taupo Gliding Club are celebrating 50 years of operation at Centennial Park, on Labour weekend, October 20<sup>th</sup> to 22<sup>nd</sup> 2017. The Tiger Moth Club has been invited to attend and participate in the event. Tiger Moths will take part in the flying activities, including John Pheasant carrying out glider launches, fly-pasts, and other sequences. This will be followed by a dinner at the airfield on Saturday evening.

Please advise the Secretary if you wish to attend this event.

## Blenheim ATC Cadets.

Well-known Club member Tracy Dixon is involved with the above Cadet Unit, and the following request has been received from her.

I am planning a flying weekend for my Air Training Corps Cadets for the 25<sup>th</sup> and 26<sup>th</sup> of Nov., and being that it is the units 75<sup>th</sup> anniversary, am trying to find a way to help celebrate this. Over the years the unit has been lucky enough to own not only gliders, but a Tiger Moth, and in the 1980`s a Piper Cub.

With this in mind, I am hoping to get some Tiger Moths and Cubs to Omaka to take the Cadets for experience flights of up to 20 mins each. We will pay an hourly rate for the aircraft, and provide lunch for those who help with our plan.

If anyone would be able to help please contact Tracy at [tracy.dixon@cadetforces.org.nz](mailto:tracy.dixon@cadetforces.org.nz)

The Committee support Tracy in her efforts to make this a successful weekend.

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# Swedish Adventures.

Wayne Edwards

You are coming to Sweden. I give you a house, I give you a car, I give you a plane – ve haf sum fun.

Now, the lady I live with would probably tell you I don't take direct instruction too well. But this was something I didn't struggle too hard to obey. The following is what I can remember from that first experience.

I arrived at Hatunaholm just after the annual harvest had started. About 20,000 large (8-10 bail equivalent) of grass haylage are produced in two cuts 6 weeks apart. This entails a lot of machinery, manpower and time to be coordinated, and the fearless leader is in the thick of it. Would probably go a lot better if he wasn't.



The mobile phone hanging on a lanyard around his neck rings every 5 mins. We flit from one problem to the next in a whirlwind of firefighting. This is fun, get the digger out to try and find the water supply pick-ups (can't quite remember where they were sunk 30 years before), as there's not enough water to run the myriad of entities requiring it. Another call, can we cull a few chickens from the quarantine chook house as the EU inspector is coming and a few have lost some feathers to the bullies. Into the ute and off to chook dispatch. Another call, tractor has broken down, into the ute, off to deal to it. Another call, wood chipper man is on his way can someone load logs onto a pile for him. Etc, etc, etc.

This first day was a blur. The evening looms – I think we take a Gin. A couple of quickies then back into the ute to inspect what was cut during the day and which paddocks are to be sprayed, windrowed or bailed first thing tomorrow. Back to the hangar to play with the Puss Moth currently under restoration. Sleep comes easy even though its full daylight until midnight, then full daylight at 3am.

Up early and back to the hangar. Phone doesn't start ringing till about 7:30 so get a couple of hours on the Puss and then breakfast. This pace keeps up the whole time. There is no shortage of things to sort, but we keep racing past open hangars with old aeroplanes sitting in them. There's a couple of Klemm 35's, a Miles Gemini, Glassair then past Stefan's hangar, Harvard, Klemm 35, Leopard Moth, Jodel.



More firefighting then it's decided I need to go for a familiarisation fly. "I show you how to start it and don't get lost – stay close to the farm". But I don't know this plane -what are the numbers? "I don't know – you feel it." So briefing complete off we go. Klemm 35 , Bloody good aeroplane , 100mph on 105 horsepower , very light and responsive , yet will sideslip nice and feels pretty stable and behaved -wants to keep flying till the numbers are right , but once contacting the ground is well behaved. Ok, no crunching noises so we're off to a good start.

A week of this activity culminates with a declaration – we are flying to Lithuania in a 5 ship formation. Three Klemms, a Harvard and the Glassair shall depart next day to attend a fly in at Hawkeye's airpark in Paluknys, southeast Lithuania. (100 miles from Minsk!)



Better get the aircraft prepared and I wouldn't mind a lifejacket if there's a spare! Stefan does some planning and off we go. Bearing in mind, the first 2 legs are 2 hrs over water each, I ask about a ditching procedure for the Klemm –“you don't worry about that – the Baltic is very cold, but not too deep!” Anyway, there is a yacht race started yesterday with 350 competitors, if the noise stops, head for one of them. (Didn't see one yacht the whole way!)

Okay then, we go.



First stop is Visby, on Gotland Island in the middle of the Baltic Sea. Suck up some gas and get going again. Next stop Palanga, on the Lithuanian coast. This turns out to be an old Russian airbase that has been EU'd, has a modern terminal with the required Café, duty free shop, customs, immigration, woman's clothing shop, and roaming armed guards for the handling of one Banderante arrival per day. (The British could be onto something.) The refueling man didn't understand that just because fuel had been purchased, he hadn't re-fuelled anyone in 3 days and we were all lined up in the appropriate place to receive said fuel that he should act with any sort of urgency. During this wait, the immigration lady came out to the apron to see us. I asked if she wanted to see my passport – “only if you want me to”. Ok, don't need to rummage in the luggage locker then.

Finally got some gas, kicked the old girls into life and line up for take-off, line up for take-off, and line up for take-off..... Turns out we have over stayed our time limit at the airfield by 2 mins, must pay more money – welcome to old Russia.

We finally get airborne. I like a map to find my way around, stayed on it for 10 mins then lost. Absolutely dead flat country – every single square metre of it. Hardly a road, no power lines, no railway close. I'm obviously not equipped for this place. Lucky the other aircraft seem to know the way.

One thing I love about flying the most is looking down with a unique perspective and seeing / assimilating how things are. Can't do that from a car so easy. This place looks tough to live in.

We arrive at Paluknys air park, part owned by the Fearless Leader. Meet his partner Eddie, accept immediate hospitality, then some more hospitality, then Shum more hospitality, then bed. (a Kiwi welcome to old Russia).

Next day there is an air day. Not enough paper in the world to relate the goings on this day.

Some favorites, the chairman of Mil Helicopters arriving in a Eurocopter with his 2 body guards , 2 kids and a nanny , stalking around for an hour then leaving because the ex- president that he had supposedly put into office and hadn't got a good return on investment from , was too scared to show!, the 92 year old aerobatic pilot arriving in his Zlin, going flying with Stefan in the Klemm, Stefan's white face upon return , the um, hospitality once again and talking to Eddie about his time as Russian airforce Colonel in charge of aerobatic training in Yak 52. 4.5 hours per day (4500 hrs total ) aerobatic training , said when they (the instructors) went on holiday for their 2 weeks , they would get sick – from lack of G. Haven't heard of that before but Eddie's as straight as an arrow so believe it.



So , a couple of days there , I spend some time shaving chunks off my propeller with a knife “long borrowed “ from a restaurant . It started vibrating over the Baltic and was getting worse. Turns out there were air bubbles in the Fibre glass sheath that expanded with pressure difference and the paint on the outside formed a large bubble on the back of the blade. Kept happening rest of the trip so prop looked pretty second hand upon return home.

So now we head back across Lithuania to Klaipeda on the Baltic coast, an old seaside holiday town. Sup some gas and back over the Baltic. A strong headwind this time so 2.5 hours @ 1000 feet over sea, still cold, not too deep and still no yachts.

We land at Bunge on the northern tip of Gotland Island, in 35 – 40 kts lucky straight down the runway. Very violent in the circuit, got her on the ground and couldn't taxi just weather cocked and locked the brakes. Hawkeyes machine split its header tank and dumped all fuel.

Anyway, we find a car to go and get gas and food. Gotland Island very old and plenty of history being the first landing place for the Russians on their way to beat up the Swedes a thousand odd years ago. The airfield is privately owned, exmilitary with a large hangar and associated buildings, and is now being leased again to the Swedish airforce on account of Putin wandering around waving his fist in Nato's general direction. We are lucky at the bottom of the world, with no strategic advantage nor much stuff the big boys want to steal. (Just some fish)

Into wind for take-off, roll 3 meters and we're off . Another 1.5 hours over the Baltic and back home to

Håtuna. Bloody good fun, interesting – very different places and good flying in great aeroplanes.

Hawkeye, tacks ò meekay , I believe I shall return .



# The Tiger Moth Club of New Zealand

## Southern Safari 2017.

Tricia and Dennis Neville came from England to join the Club Southern Safari held in March. They flew in Cessna 180, ZK SLM and kept a record of the daily activities, which is a interesting account of the entire event.

### 1<sup>st</sup> March

An early start for many of the participants. All making their way to Omaka in the South Island from various points all over the country. It was a great day for flying blue skys and white clouds. Our route was to fly down the West coast to Pukearuhe then cut inland down passed Stratford to Hawera. We heard the Beaver talking to New Plymouth so we knew we were on the right track. I was surprised to see sea fog near Hawera. Continuing down the coast to Ohau Point and across the Cook Straits to Omaka.

### Tiger Moths

ALK	Grant & Denise Wilson – Ardmore
AON	Amanda Rutland in Bill Lambs Tiger – Napier
BAA	Brian Hore
BAH	John Baynes - Mandeville Passenger Jeanette from Taumarunui joined at Omaka
BEC	Wayne Edwards – Pukekohe
BFF	John Pheasant (Fez) – Tauranga Passenger Bill Finlen from Australia
BLI	Graeme Wood - Ardmore (Club Secretary) Passenger Felicity O'Connor, from Dublin
BMY	Jerry Chisum - Bridge Pa Passenger Colin Trevallion
CYC	John Lamont - Ardmore Stopping off at Taumarunui to pick up Jeanette Lei who first joined the club in 1969 in the same aircraft Passenger John Perriam from Bendigo Station - new owner of CYC
BRM	Archie Dudgeon – Perth Australia
Gipsy Moth ADT	Jan Chisum – Hastings Bridge Pa
Fox Moth AQB	John Eaton - North Shore
Chipmunk UAS	Jim Lawson (Club President) with Neil McHugh new owner from Te Kowhai
Beaver CKH	Jim Schmidt from Kiapara flats with Cheryl, Peggy Vail USA, Simon & Niamh McCall, Australia

Carbon Cub	Robert Gray & Robert Innies (or Rob & Bob) - Ardmore
Bucker Jungmann SE-AIK	Hawkeye & Stephan from Sweden – Pukekohe
Harvard 98	Ace & Jeannie Edwards - Tauranga
Stearman	Rob Mackley - Ardmore
172 ELY	Alan & Lyn Boyce - Ardmore
177 Cardinal	Grant Drinkrow – (Club Treasurer) - Ardmore Passenger – wife Karen
180 KMK	Keith Skilling - Tauranga via Whanganui Michelle from UK, Jan from Whanganui & Barry from Hawaii
180 SLM	Dennis & Tricia Neville – from UK - Ardmore (for us 320nm down the West coast)
185 DLY	Bill Lamb – Hawkes Bay
Europa XS EPA	Gavin Lee - Ardmore
Glaster CDP	Rex De Bettencor – Ardmore
Ultravia Pelican MAL	Wally Pendray - Whitianga

The flying club put on a BBQ as we all got together.

Wayne Tantrum was a star not only running people around in and out to motels both when we arrived and in the morning but also burning unfinished tie down ropes.

A Tiger Moth had an issue landing at Omaka so unfortunately couldn't proceed. Although the club members did encourage them to continue in other planes they decided to stay.

[2<sup>nd</sup> March - Omaka elevation 100 ft - Hanmer Springs elevation 1,109 ft](#)

After an early morning briefing two routes were proposed either; down the Awatere River and through the Ward Pass at 3,775 ft 79nm or along the coast around Kaikoura 101nm. That's the route we took with KMK to see the coast with the helicopters hard at work repairing the main road and rail network after the major earthquakes and landslides. Hanmer also had a choice of two strips one 600 metres with no landing fee, the alternative 900 metres but with a landing fee. Most of the larger aircraft landed at the latter. Some managed to get to the hot springs but the majority missed out. A great get together that night in a neat hotel which catered for all of us.

[3<sup>rd</sup> March - Hanmer Springs elevation 1,109 ft – Omarama elevation 1,380 ft 192nm](#)

The flight out through the mountains meant following the valley south, a little 'woolly' turbulence was created over the ridges but once on the Canterbury Plains, west of Christchurch it smoothed out. The Tigers over flew Loburn Abbey where they make the Campbell helmets. Jan and Jerry were visiting at the time.

The lunch destination was with Russell and Linda Brodie at Rangitata Island elevation 288ft, 115nm. Their son Ross had completed 16 solos, in different aircraft, on his 16th birthday. Some aircraft landed at Ashburton for fuel before coming on. Ivan Campbell arrived with his authentic looking and sounding scale Spitfire 26 doing a flypast on departure. Others such as Fez did detours to visit friends at their strips.

After lunch there was much discussion about flying through to Omarama due to the wind direction and strength. The decision was made to leave it a while longer till the wind died down. Local knowledge is key in these situations.

This became one of the most interesting parts of the journey so far as going over the Mackenzie pass we hit the most significant turbulence to date. Whilst we were going up and down 1000 ft at a time the Tigers below were apparently going up and down like yoyo's! We got up to 7500 ft and had to throttle back to avoid going into cloud and keep the speed within limits for the more violent bumps. Hats off to the Tigers and the Fox who travelled between 3,500 - 6,500 ft but as they were going slower had to endure it for longer. Jeanette in BAH mentioned she felt she was going past Fairlie for rather a long time. So what must their ground speed must have been?

Omarama is a world famous gliding site that had agreed to host the Tiger Moth Club's annual general meeting & dinner. Aircraft arrived in small groups during that afternoon. Then to the bar for debrief or "For beer and lies."

Other aircraft joined here for the AGM;

Chipmunk ARL	Jim Chapman
Chipmunk DUC	Simon Spencer Bower
Chipmunk XUK	Lou McAlister
Citabria	Wayne and Wendy Tantrum
Nanchang	Tracey and Ryan Southam Cub
Kevin Paulsen and Leanne	

#### 4<sup>th</sup> March - Omarama

Club competitions bombing, spot landing, Tiger Moth aerobatics, timed air race & of course the best Moth, the most original Moth and best non Moth. Wendy Tantrum took the competition organisation to new heights sending the participants in batches of four, enabling the next group to pre-flight & start up as others were doing their runs. Grant Wilson lent us his Tiger for us to have a go at the bombing and spot landing. Dennis won the spot landing 1<sup>st</sup> equal with a Cub flown by Kevin Paulsen.

(Tricia reminded him she had won it 14 years before.) Wendy later became resident nurse for my insect bites extraordinaire, Woodsys hand and another medical issue I was not privy too. During the afternoon Fez was asked if he could tow a vintage glider Skylark 3 with his Tiger, which he did.

News got back to England that Henrietta Russell (Lady T) was joining us. The Moth Club asked me to get some flowers to present at the presentation. This coincided with her birthday next day. What a task in a town with population approx. 231 with 1 pub, 2 hotels, 2 gifts shops, a convenience shop and a petrol station!! So a flying scarf was the replacement for flowers.

It was a very jolly and informal affair run by Jim Lawson and assisted by Jan Chisum, which made the presentations go quickly.

#### 5<sup>th</sup> March - Omarama

Three competitions today - non instrument circuit, perfect loop and non moth aerobatics. There were 3 participants but no winner in the non-instrument circuit as one was disqualified by their partner, the other didn't land after the circuit and the 3<sup>rd</sup> was disqualified due to judge not recording results.

Non Moth aerobatics, Dennis took part in his old Chipmunk, Ryan the other participant decided not to do a slow roll in the Nanchang. It was decided to consider it a practice not a competition.

Some went gliding. Bill caught wave, Brian actually managed a 3 hour flight around Mount Cook. I got lucky having a flight with Amanda Rutland went for a pootle and some cross wind landings.

Later Jerry Chisum took me flying in a very special Gipsy Moth ADT. This was flown by Jan White's (Chisum) father from England to Australia then shipped to New Zealand in the 1930's an amazing feat when he only had a series of road maps especially done for him by the AA. It was a lovely aircraft to fly. Stable in flight and the stall. My landings felt better than my first take off.

#### 6<sup>th</sup> March - Omarama

An early start for some who wanted to fly round Mount Cook. Dennis decided to decline as they planned to get airborne at first light before the weather briefing, also remembering the - 2 degrees per thousand feet. The intrepid aviators decided the conditions were good and returned with tales of their achievements of wave riding in the Moths, the clear skies and crisp air. Luckily they had fur lined flying suits.

Later in the morning a gathering of aircraft flew into Mount Cook airstrip elevation 2,153 ft, 44nm.

The Moths could land into wind though needed a little assistance taxiing on 'seal' or hard runway in UK terminology. For those who didn't fly the mini bus took them by road. Transport was laid on to have a lovely lunch at the Hermitage.

Others stayed: Tracey & Ryan spent a lot of time with the air cadets showing them around their Nanchang and offered 2 flights to the squadron to promote vintage aviation to the youngsters by introducing them to aerobatics.

We flew over in the 180, circled and came back looking for wave which we eventually found then had trouble getting down so that I could have a flight in a glider. After the instructor pulled off early, struggling for height we

found some wave and got up to 10,000 ft. Then not to climb anymore, so converted it to speed, 120kts the fastest I have ever flown!! It was then difficult to get back down.

Aircraft that left us there were the 4 Chipmunks, UAS, ARL, DUC & XUK, Cub, Nanchang and Stearman.

### [7<sup>th</sup> March - Omarama elevation 1,380 ft – Alexandra elevation 752 ft 65nm](#)

I flew with Wayne Edwards in his Tiger. His aircraft still has the Gosport tube for communications, which are incredibly clear. We were joined by Hawkeye in the Bucker Jungmann. A number of the other aircraft went via Wanaka, for fuel, lunch and meeting up with friends.

A plan was hatched for eight Moths to deviate and fly over Bendigo Station, the new home of CYC.

Landing at Alexandra was interesting as it appeared relatively smooth till approx 15 feet off the ground where it became rough and challenging. I had thought I had hacked it till this point, so a quick burst of power to get me out of that bit of air and establish the correct attitude again for my landing. I think Wayne was more than relieved. Later I was reassured to see that others with a lot more experience than me were having the same difficulty.

The Returned Servicemen's Association Club was the venue for the evening meal and become acquainted with others on the Safari.

### [8<sup>th</sup> March - Alexandra elevation 752 ft to Nokamai Station elevation 820 ft then to Te Anau / Manapouri elevation 687ft, 85nm](#)

Refreshed all meet in the club house for a briefing from John Baynes & Brian Hore. It was quite a thorough brief. A number took advantage of the good weather taking a ticky tour flying around the

Garvie Mountains (going up to 6,207 ft) some areas had been used in the filming of Lord of the Rings

Nokamai Station 41nm laid between the Garvie &

Hector mountains. We were joined by a red Furio - Nigel Forrester. Anne & Louise provided a substantial lunch whilst Brian told the complete history of the station. It was also an opportunity for a group photo.

Next stop Manapouri. The flight over was uneventful. Our accommodation thought = what an amazingly quirky place to stay, idiosyncratic or what.

### [9<sup>th</sup> March - Te Anau / Manapouri elevation 687 ft](#)

The day was divided between some continuing to fly and others on an organised trip to Doubtful Sound. It was enhanced by a Tiger, Jungmann and Glastar flying over the top of our boat.

A few departed to Stewart Island early Gavin, Wally, Rob and Bob. John Eaton took his Fox early to Mandeville to try to get a few niggles sorted out.

### [10<sup>th</sup> March - Te Anau / Manapouri elevation 687ft – Mandeville elevation 335 ft 56nm](#)

Early start for some heading to Stewart Island (elev 288 ft) for a day's fishing. Low Cloud around the coast sent a couple back to the field although three others found a way round.

A delayed start for Jan and Jerry as they had to have a tyre fixed at the local garage.

At the Beaver inspection Jim found oil on the prop, so an inspection by the engineers was called for. With the situation rectified was able to proceed.

The remaining Tigers flown by Baynesy, Woodsy & Grant stopped off at a topdressing base right beside Mossburn on the way to Mandeville. That's when you want to be in a Tiger or Chipmunk.

Blue cod was on the menu courtesy of the fishing trip off Stewart island. Apparently Gavin was a silent but deadly fisherman. Everyone chipped in to make the informal evening. Even the guys from the steam rally providing steamed fish as an alternative to the bbq.

### [11<sup>th</sup> March - Mandeville](#)

Ace who's always keen to encourage young people to get interested in flying had Brayden become his co-pilot for the day. Ace reported that Brayden had good hands and would be a good pilot if he wanted to take it up.

Keith Skilling did some refresher aerobatic training with Ace in the Harvard which was so enjoyable for the rest of us to watch, in envious awe on the ground.

After the Bendigo Station formation 3 of the team decided to do another fly by over Mandeville field, spectacular viewing for those on the ground. Penny B quickly organised a two course dinner for everyone and Baynesy magiced up a marquee to accommodate us all. We were joined by Colin, Maeva and Malcolm Smith based at Mandeville, as

well as Bill Charney from USA who had been on a previous tour in his red Stagger Wing. Graeme Woods gave a speech\* as we all shared in Bendigo wine.

### 12<sup>th</sup> March - Mandeville

Weather turned with low cloud and poor Vis. The 9 o'clock briefing was postponed in preference to a day out to Riverton for lunch and then onto Invercargill - either the truck, motor bike or 'the hardware store' Burt Monroe Indian museums. Minibus and cars at the ready our bad weather day expedition began. The group divided after lunch to the respective museums. I must say that if every museum was like the hardware store I would go to more. Within the nuts bolts and other hardware paraphernalia, motor bikes, machinery and cars were interspersed. A swift detour was then called for a visit to the Bluff or southern most point in NZ followed by Bluff oysters for most. Not the planned flying events but an unforgettable experience.

### 13<sup>th</sup> March - Mandeville

'Time to spare, go by air' or 'hurry up and wait' was the order of the day. The Safari was due to move on but another dull morning and accommodation running thin, there was lots of speculation and planning as the weather was due to improve. Everyone was getting restless and wanting to be back in the air again. Some moved on to Wanaka late in the day, whereas others stayed put, for promise of better weather next day.

### 14<sup>th</sup> March - Mandeville - Haast elevation 22 ft 158nm (Greymouth elevation 14 ft 292nm)

Next morning the decision to move on the day before appeared to have been the right decision as fog smothered the field. As soon as it burnt off the remainder were off.

BAH - John Baynes stayed as home base.

BEC - Wayne & Hawkeye stayed to pick up some other Swedes to take back up to Auckland.

Grant W in the Tiger first, then Grant D 177, Keith 180, Jim Beaver, us 180, finally Ace and Jeannie in the Harvard. Fully fuelled and taking pilot Jeannette Lei we initially planned to land at Haast but then changed plan, continuing to Greymouth. Our initial flight was low over the plains due to some residual low scud. As we followed the river the cloud lifted as the hills increased till it was cavok. We flew past Bendigo Station and Wanaka, along Lake Hawea cutting through to Lake Wanaka and followed the Haast pass. This is where local knowledge and advice is key, there are very few places to land so little space for a margin for error. It is also advisable to go with someone else or have a buddy system where you check in and out with someone else who knows the route you are taking.

As we passed Haast, Woodsy, John Eaton and Grant W were in the circuit. Flying up the west coast was fabulous you could see for miles up the coast and over to Mount Cook. Often you cannot fly up the coast due to weather so we were so lucky.

Lunch beckoned at Greymouth. We later found it was a good decision as the 180 & 177 only managed to get an ice cream on their stop at Haast.

Unbeknown to us (as we were having lunch in town) the Harvard flew past and headed up towards

Farewell Spit. On our way back to the airfield we got a text to say that they had got north of Karamea where they decided to turn back as the cloud had descended further up the coast and with the terrain it was safer to return than proceed.

Aircraft collected at Greymouth. Gavin in Europa XS EPA had already arrived and didn't continue. ADT & BMY were now on a different track visiting friends on the way. For most the decision was made to go through to Motueka following the valley leading to Murchison. (118nm)

Jeanette wanted to over fly a friend's place north of Westport so we did a slight detour before joining at Motueka also via Murchison. (168nm)

Although numbers now depleted at Motueka, it was a good line up;

2 Tigers - Grant Wilson & Woodsy

Fox - John Eaton

Beaver – Jim Schmidt

Harvard – Ace Edwards

180 x 2 – Keith Skilling & Dennis Neville

177 – Grant Drinkrow

As there are no taxis in the town the flying club rounded people up and helped us all to accommodation. Then our last evening meal together.

14<sup>th</sup> March - Motueka elevation 38 ft – RTB for most (us via Taumarunui elevation 650ft 240nm) For some it was a long walk to the airfield carrying bags for others they managed to get a lift.

Ace's was one of those, a school friend gave him a lift but also brought his research into Puss Moth G-AATC which a family member had flown across the Tasman Sea in 1934, with a very close friend according to the pictures.

Once together there appeared to be a reluctance to rush to depart.

A few flew along the north coast of the South Island past 'the brothers' to make their crossing across the Cook Strait. The Tigers and the Fox went via the Sounds, as we did, wanting to see a strip we had been to on a previous rally. This also gave the option on going into Picton if necessary. The flight was smooth until Dennis headed over a ridge at East bay, where we hit a sharp down draft. I was glad that I wasn't flying. Then it was gone and we had a smooth flight north along the coast past Otaki, Fox Pine and Ohakea nearly to Whanganui turning at the Whanganui River normally blue, but due to the bad weather that had hit the North island days before was a muddy brown, then to Taumarunui. An old DC 3 field. Unfortunately now with no fuel.

This tour flying was less intensive than previously, had better accommodation, more women as pilots and passengers. I am reluctant to tell you that flying in NZ is amazing, the experience is fantastic, and the people are great, just in case we can't get an aircraft next time, because you've all decided to join in.

Our adventures in NZ all started with Lyndsay King coming to Woburn where he met Dennis. Both ex-crop spraying pilots and instructors they got on like a house on fire. As they got on so well Lyndsay told his friend Ross Duncan and his wife Mercy to visit us in the UK which they did.

#### *\*Graeme Woods' speech about ZK-CYC*

Twelve years after the death of owner Ross Duncan, ZK-CYC was sold early this year. The aircraft joined the Tiger Moth Club Southern Safari for its delivery flight to Bendigo Station, near Tarras on Lake Dunstan, home of John Perriam, the new owner of the aircraft. It was flown by John Lamont for the journey to its new home. For the arrival at Bendigo, the Tiger Moth Club was asked to escort it from Wanaka in formation with other aircraft from the Safari.

With CYC leading, an eight aircraft formation, in two groups of four, was formed after takeoff from Wanaka. The front formation was;

Lead, Tiger Moth CYC.	John Lamont.
#2 Tiger Moth ALK.	Grant Wilson.
#3 Tiger Moth BLI.	Graeme Wood.
#4 Tiger Moth BAA.	Brian Hore.

The second formation was;

Lead, Tiger Moth BAH.	John Baynes.
#2 Tiger Moth BFF.	John Pheasant.
#3 Tiger Moth AON.	Amanda Rutland.
#4 Fox Moth AQB.	John Eaton.

New owner, John Perriam was in the front cockpit of CYC for the flight, and found the experience somewhat overwhelming. It was his first flight in a Tiger Moth, first flight in his own aircraft, and he had never experienced or imagined the close formation flying that the weather permitted us to do. From my position at #2, I could see the delight on John's face, and the incessant thumbs up he was giving us.

The twenty minute flight from Wanaka was perfect, and escorted by a camera helicopter, we arrived over

Bendigo Station, descended to low level, and circled the homestead before breaking and continuing on to Alexandra.

CYC landed at the Station, and was hangared at its new home, which co-incidentally is the same shed which the famous Merino ram Shrek resided in some years ago.

The final act was a generous donation of Bendigo Station wine to all who participated in the flight. A huge thank you to John Perriam for the donation, and a big welcome to the Tiger Moth Club.

# Memories from the Taumaranui Tiger Moth Fly In 1999.







# Magnificent Enterprise. Moths, Majors & Minors.

A fine publication and a 'Must Read' for any discerning de Havilland Fan. These books are for sale through the Club for the special price of \$35.00 plus postage. Orders to go to Grant Drinkrow.

Below is an excerpt from the Introduction.

## Introduction

*Moths, Majors & Minors* is the second volume of *Magnificent Enterprise — the History of The de Havilland Aircraft Company*. It begins with the problems of trying to build small aeroplanes so that flying could become cheap enough for the "man in the street". By 1922 The de Havilland Aircraft Company was a small business building a reputation of excellence with their D.H. 18 and D.H. 34 airliners, where Geoffrey de Havilland designed each new aircraft using the knowledge gained from earlier machines. The company slogan: "There is no substitute for experience", plus years of piloting aeroplanes, was the basis of Geoffrey's independent thinking that led to the Moth biplane.

In *Moths, Majors & Minors* the story is told from earliest Moth type to the ultimate development, the Tiger Moth, that many claim was the greatest training aeroplane ever built. Other types developed by The de Havilland Aircraft Company in the twenties and thirties are also described, ending with the unbuilt projects abandoned at the start of World War Two. The thirties were a golden era of carefree flying, a time when regular airline services came to the smallest of cities and when newspapers heralded record breaking flights across the world. De Havilland aircraft featured in all these arenas but the greatest triumph of all was the victory by the Comet racer in the 1934 MacRobertson Centennial Air Race to Melbourne.

This book started as a scrapbook when Norman Eastaff joined the Second Aircraft Group (S.A.G.) at Leavesden in 1944, as a lad of 16, processing sub-contracts for the D.H. 98 Mosquito. Although at first he found the work interesting, it did not satisfy him so he transferred to the Ministry of Aircraft Production as an Air Traffic Control Assistant. He was trained at No. 11 O.T.U. and his first flight was in a Tiger Moth. Bundled in, he was taken for a long circuit. "The noise of the engine precluded any conversation with the pilot", he recalled. "It was cold, wet, and draughty and I hoped the pilot would not go into the lowering cloud. I wondered if this was the world that Biggles liked. Interrogation on deplaning was on the spot and I was unprepared for it. Did you like it? Were you afraid? Would you go again? I was so cold and frozen that I forget what my answers were." Fortunately Norman was posted back to Leavesden.

During his long employment with de Havillands Norman gathered a wealth of data, photographs, and drawings, and the Eastaff collection grew until, in 1993, he retired from the aircraft industry. By now he was living in Hamilton, New Zealand, but he checked the archives he had accumulated to ensure, as far as possible, that nothing of great significance was missing. With the assistance of his old colleagues, still employed by British Aerospace at Hatfield, most of the gaps were closed.

Norman then started on the drawings. He wrote: "I now know why people have shied away from drawing some of the designs. Perhaps it is only in isolation that it has been possible to complete them. I have tried, within the limitations imposed by page size, to show a reasonable amount of structural detail. The drawings are not to constant scale but rather to the biggest size that would fit on one page. It is unfortunate that I could not have commenced work earlier as it has taken far longer to complete the drawings than I had estimated."

When Norman's health began to fail he generously passed on the entire project to Janic Geelen to complete. This was not an easy task for, apart from the accumulated finished drawings and filing cabinets full of photos and information, and a library of reference books, there was little actual writing. The decision was made that *Magnificent Enterprise* would concentrate on the history of the de Havilland factories and aeroplane development rather than the individual destinations of aeroplanes, engines, and propellers. Modifications made by other aircraft companies or operators have been largely ignored. The stories of how some of the aircraft were used have been included to give the reader an impression of what aviation was like during the "between the wars" period as covered by *Moths, Majors & Minors*. Likewise the photos were all taken during those years.

Each type was given a specification box where all the relevant data has been listed. Much of this came from de Havilland publications but, as in the case of the Gipsy IV engine, even these were not readily available. Facts that could not be verified were omitted rather than included with the proviso: "possibly".

*Moths, Majors & Minors* follows on from *Volume One: Airborne, Airco & Airliners*, which covers the period when Geoffrey de Havilland built his own aeroplane, learned to fly and helped develop flying into a science at Farnborough. Included are his First World War designs with Airco and the development of civil airline flying in the early twenties, concluding with the pioneering flights made in the D.H. 50 and D.H. 66 airliners.

Further volumes of *Magnificent Enterprise* will cover World War II and post War military designs (*Mosquitoes, Vampires & Venoms*), civil aircraft (*Beavers, Comets & Doves*) so that all the types that bore the name de Havilland are covered as well as the engines, propellers, and rockets. To complete the set there will be two volumes of production lists.

It is therefore with gratitude and acknowledgement that this set of books are dedicated to Norman Eastaff, for his foundational collections, information and detailed reconstructed drawings have provided the basic structure of the series. As well, his abiding enthusiasm for the whole de Havilland history sustained his investigations for the many years of our friendship with him. Those of us at NZ Aviation Press wish our readers good reading and a nostalgic cruise through these aspects of Aviation History and a wealth of information.

**Janic and Kath Geelen:** Publishers, author and editor.

# MAGNIFICENT ENTERPRISE

MOTHS, MAJORS & MINORS



JANIC GEELLEN



# Taumarunui Fly In

13<sup>th</sup>- 15<sup>th</sup> October 2017

## REGISTRATION FORM

<b>Pilot Name</b>			
<b>Names (Pax)</b>			
<b>Address</b>			
<b>Email</b>			
<b>Contact Phone</b>			
<b>Aircraft Type /Reg</b>			
<b>Cheque enclosed for</b>		<b>people attending</b>	<b>Please Make Cheques payable to</b>
<b>Registration Fee</b>		<b>\$20.00 each</b>	<b>Tiger Moth Cub NZ Inc</b>
<b>Dinner</b>		<b>\$40.00 each</b>	<i>or... I will pay by Direct Credit</i>
<b>Donation</b>			<b>ASB 12 3194 0023828 00</b>
<b>Total Paid</b>			(Please ensure you include your name as reference when making an internet deposit)
<b>I will be arriving on (please indicate one)</b>		<b>Please return this completed form by</b>	
		<b>11th October to help with bookings</b>	
	<b>Friday 13<sup>th</sup> October</b>	<b>Grant Drinkrow</b> <b>Tiger Moth Club</b> <b>Postal Centre 14</b> <b>Papakura 2244</b> <b>Auckland</b> <b>EMAIL: <a href="mailto:tigermothclub@gmail.com">tigermothclub@gmail.com</a></b> <b>Online Registration: <a href="https://goo.gl/forms/FQI7EX6efyHcRzSb2">https://goo.gl/forms/FQI7EX6efyHcRzSb2</a></b> <b>Phone: 0274594219</b>	
	<b>Saturday 14<sup>th</sup> October</b>		