New members Gerry and Jan Chisholm (née White) own this 1929 DH60G ZK-ADT (c/n 1101). Note the New Zealand ZK-ADT registration on the top wings, and the spurious UK markings G-AARB on the fuselage. Jan’s father Stanley bought this aircraft in 1935.

Welcome to the November Newsletter. There’s not much news reaching us right now as winter approaches – or has already arrived in many parts. So here’s another opportunity to bore you all with another historical article following the ‘Moths to Everest’ piece in the October newsletter. This one involves some aerial heroics over the poles. Jayne and I will be departing on travels abroad on 20th December until early January, so I plan to put out a brief Newsletter in about three weeks before we go. So do please send in your news snippets to fill a few pages.
Hello Ian,

We’re pleased to see there’s a dedicated Moth type Club happening in the States. We are the proud owners of ZK-ADT, the only airworthy Gipsy Moth in the country at present with ZK-AEJ (G-AAXG) having returned to the U.K a few years ago. ZK-ADT is a GipsyIIG. We look after DH82A ZK-BMY owned by Des Strong who had her restoration completed about seven years ago. He is not a pilot himself.

Jerry owns RV3, ZK-WHO which he uses as his commuter to his workplace - the sea around the Auckland area flying a Beaver on floats. I own a homebuilt Gardan Minicab, ZK-RJK. All the aircraft are good friends! We have family living in Seattle so next time we’re visiting them, we would love to make contact with you and see where the local Vintage aerial action is. If you travel to NZ, please do look us up.

Ever upwards and onwards,

Jan

Thanks for that, Jan. For the record, here’s the full and fascinating history of your Moth.

The original G-AARB was flown solo Jean Batten to Australia, departing from Lympne on 8th May 1934 and arriving at Darwin on 23rd May after 14 days 23 hrs 25 min. The aircraft was then shipped to New Zealand and later returned to Australia. The return solo flight to England departed Sydney on 8th April 1935 and reached Darwin on the 12th, arriving Croydon on the 29th after 17 days 15 hr 15 min. The original G-AARB was destroyed with many other aircraft by fire in the Romford Flying Club hangar at Maylands on 6th February 1940 following a German air raid.

G-AAJO at Brooklands in June 1933, showing the metal Fairey-Reed propeller fitted and unusual mermaid nose art. The rear seat occupant is believed to be the Hon. Mrs. Edwin Montagu. (Apologies for the ebay watermark!)
ZK-ADT was first registered G-AAJO in England.
From our website: 29th January 2013. Today we welcome Richard Oliver to 2013 membership. Here we see him in his Tiger N54556 being stalked by Gerry Schwam in N82GS before it was passed on to a new custodian.

John Lewis
via e-mail

Ian,

I am currently caretaking Rich Oliver’s DH 82A N54556. Rich passed away in May last year. The Moth had not flown in 7 years prior to his passing. Last year I had the tie rod AD completed and got the annual inspection done. I can happily report that the Moth is currently flying and still a great flying machine. I am not sure what Rich’s widow Bonnie wants to do with the Moth - she seems very reluctant to sell it. In the mean time I will keep it flying and enjoying it as much as possible. (Now if my wife would only let me buy a fourth airplane I would be in business). Thanks for the access to DHMCC online forum.

[Ed. John, very sorry to hear this sad news. Richard was an early member of the club, having contributed numerous articles for the Paper Tiger back in the eighties and nineties. Please convey our condolences to Bonnie and the family.]
**Above** Rich Oliver at Old Rhinebeck.  **Below** First test flight of N54556 in 1985. Richard Oliver has owned his Cowley-built Tiger Moth N54556 (c/n 84766) since 1975 and first flew it on October 10th 1985 after a ten-year restoration program. Originally T6392 in RAF service, it was briefly civil-registered G-ANJJ before being exported to France as F-BHIC in August 1955.
2017 Subscriptions and Expanding our Membership

At the foot of this Newsletter you will find a 2017 membership form and a covering letter. These two documents are about to be snail mailed to every club member inviting them to renew for 2017, as well as to every known registered Moth or Chipmunk owner across the USA. The objective is to get the club membership on a formal footing as we head into the New Year. For the past few years, the membership process has been haphazard to say the least (my fault), and this has resulted in a mere handful of subscriptions being received.

So could I please ask you all to either print off the form below and return it with your subscription check (or simply pay via PayPal to vintageminor@gmail.com) or wait for the letter to arrive which will also contain a return envelope for your ultimate convenience! I have also put ‘If undeliverable, please return to ...’ stickers on all of the envelopes so that I can remove any out of date addresses from our database.

It really would be enormously helpful if you could all respond by the end of the year. Those who I do not hear from by March will have their e-mail addresses removed from the circulation list for these newsletters. You have been warned!

I would also like to conduct a similar exercise for Canadian owners, but do not have any database of names and addresses against owned aircraft type. (I trawled the FAA online records for US owners). If anyone knows where this information can be found, please let me know.

What better way to fill half a spare page? This photo really shows off the gloriously sleek lines of the DH 91 Albatross. Many aerodynamic and structural lessons learned from the DH88 Comet racer went in to this wooden aircraft, and in turn the technology was further developed in the DH91 and ultimately led to the incomparable Mosquito.
A Moth to Antarctica
(The British, Australian, New Zealand Antarctic Research Expeditions of 1929-31 (BANZARE))

Following our articles last month on Moths to Everest, here’s another long-forgotten expedition worthy of recalling, and one in which a Gipsy Moth played a central role.

In 1914, Australian geologist Douglas Mawson led the Australasian Antarctic Expedition to King George V Land and Adelie Land, the sector of the Antarctic continent immediately south of Australia, which at the time was almost entirely unexplored. The objectives were to carry out geographical exploration and scientific studies, including a visit to the South Magnetic Pole. Mawson raised the necessary funds in a year, from British and Australian governments, and from commercial backers interested in mining and whaling.

After five weeks of excellent progress mapping the coastline and collecting geological samples, the party was crossing the Ninnis Glacier 300 miles east of the main base. Mertz was skiing and Mawson was on his sled with his weight dispersed, but Ninnis was jogging beside the second sled. Ninnis fell through a crevasse, and his body weight is likely to have breached the snow bridge covering it. The six best dogs, most of the party’s rations, their tent, and other essential supplies disappeared into the massive crevasse. Mertz and Mawson spotted one dead and one injured dog on a ledge 165 feet below them, but Ninnis was never seen again.

Putting the Gipsy Moth in the water using the crane aboard the Discovery. Flying Officer Campbell is on the right, Pilot Officer Douglas on the left float, in position to swing the propeller. Note the icebergs on the horizon.
When Mawson and his party emerged from the ice in 1914 the world was spiralling into World War I. Several of the men who had survived the hardships of Antarctica then died in the war in Europe.

Meanwhile, Sir Hubert Wilkins, who pioneered flight over the North Pole, made the first flight over Antarctica in 1928, and some years later, Australian John Rymill, leading a British expedition, showed the effectiveness of small parties covering large areas on the ground to carry out high-quality scientific work and cartography.

Douglas Mawson, determined to keep the further exploration of the Antarctic in the forefront of the scientific and political mind, brought together the British, Australian and New Zealand Antarctic Expedition (BANZARE). Conducted over two summers, the expeditions were supported by the three governments and private backers, including the Melbourne businessman MacPherson Robertson (of later England to Australian race fame). The British government gave use of the ship *Discovery* that had been used by Robert Scott on his first Antarctic foray, every spare inch of which was filled with coal briquettes to allow for greater passage through the ice.

1929 DH60 c/n 1128 was procured from de Havillands for the expedition. It was shipped to Australia, registered VH-ULD and fitted with Short Bros. floats and taken aboard *Discovery*. It operated 18 reconnaissance flights in Antarctica as a seaplane in summer seasons of 1929/30 and 1930/31, flown by Flt Lt S Campbell & P/O E Douglas RAAF.

In two summer voyages *Discovery* and the expedition aircraft traversed the whole coastline from 45°E to 160°E, defining the limits of what was to become the Australian Antarctic Territory. Mawson made proclamations claiming sovereignty for Britain over Antarctic lands at each of landfall. The expedition also generated scientific results that were so voluminous that reports were still being published three decades later.

Detailed diary records were kept of all the flights and they offer an incredible insight into the expedition. The first flight in the Antarctic took place on Tuesday 31st December 1929. Here is the diary entry by John Thompson for the day:

“Magnetic Variation 40 West. A beautiful morning, clear sky and a light SE wind. We started to get the machine on her floats, warm the engine and the oil. In the meantime, the others were busy running a station. By 2PM we had things OK and we then lowered the machine into the water. Stu and I stepping aboard. By exercising care this manoeuvre is fairly easy. We took the sling off and then I started up the engine. She started up quite easy. After taxying about the locality for ten minutes we headed into the wind and gave her full throttle. After a run of about 200 yards she rose easily and climbed well. We flew around the ship for a while testing the machine’s rigging, engine and instruments. The rigging was perfect, the engine OK and instruments OK. We felt quite pleased with things. We then climbed at 1700 revs (Engine capable of 2000) to 5000 ft. noting air temperatures every 500 ft, at 5000 ft the air temperature was 18 F but it did not feel so cold. At this height we had a great view of the ice pack. To the south this pack extended for 30 or 40 miles unbroken, then we could see open water which appeared to be about 10 miles across, beyond this again appeared the distant shape of land but it is hard to say definitely. This apparent land extended towards the SW, from the SW to W there was a haze. To the SE and E fairly hazy with some small water ways. To the west the water extended as far as we could see. To the North and North east, very broken thin pack ice, and clouds to the NE. We flew south from the ship at this height for eight miles, but as we were getting over heavy ice we turned. After an hours flight we landed, taxied up to the ship and reported what we saw. The machine was then hoisted aboard and the ship started steaming slowly to the west along the ice front. 10PM. No wind, beautiful sky to the west, rainbow effect, certainly one of the best days yet for weather. I only hope we get another good day tomorrow. Wonderful calm air for flying, no signs of bumps or wind gusts. Noon position LAT 66 11 LONG 65 10. Distance run 45 miles. Log kept at the time of the voyage.”
Switches on. Sir Douglas Mawson and Flying Officer Stuart Campbell leaving Discovery in VH-ULD to survey newly-discovered Antarctic land. (Captain Frank Hurley)

Eric Douglas was interviewed by John Thompson of ABC News in 1963 in Melbourne.

John Thompson: Was it a seaplane, or could you take off from the ice?

Eric Douglas: Yes, we had the skis, but we envisaged that where possible we would work off the water, because Sir Douglas felt that it would be most unusual for us to get a smooth strip of ice, or if we did get it, it might break up when we were in the air. So we thought the safest was to do it off the float. Well, it so happened that on the 31st December, 1929, we made our first flight. Mind you, we had tried several days before this to make a flight, we had the aeroplane ready, but either the wind came up, or the visibility dropped with snow, blowing snow and fog, or we had insufficient water. We always had something. It was hard to just get what we wanted. Well, anyhow, on this particular afternoon, we started the engine, lowered the aeroplane overboard, Stuart Campbell and I went off for two reasons, one was to test the aeroplane and see how it flew in that type of region, and the other was to make it an ice recce flight so we could help to guide the ship through. But to our amazement when we climbed up to about five thousand feet there to the south-west we could see black peaks, sticking up.

John Thompson: What excitement!

Eric Douglas: And we almost jumped out of the aeroplane. It was absolutely terrific. Later on Sir Douglas called them the Douglas Islands after Admiral Douglas, and then the Norwegians later on contested this and said that they didn’t exist. Of course I badly judged the distance. I said that these black peaks were 45 to 50 miles away, but as a matter fact, from what I know now, they were close to a hundred. But I didn’t quite appreciate the visibility in the Antarctic when
the day was clear, in that there’s no dust, and what you could normally estimate at, say fifty miles, we found later on we always had to double it. I’m convinced now that the peaks that I was looking at were actually on the Antarctic coast, and they were part of what is now MacRobertson Land. They were just west of where the Station Mawson is now. And I think I and Campbell were looking at mountain peaks some distance inland from the Antarctic coast.

John Thompson: Great big black things?

Eric Douglas: Just shaped like a saw tooth, jet black, no sign of any snow or ice, and standing startling clear from the frozen sea. This was probably the first time that human eyes had seen land in that part.

John Thompson: How did you find the aeroplane behaved? Quite well in this cold air?

Eric Douglas: Yes, extraordinarily well. We had to make very few modifications. Of course it only had an engine of 110 horse power.

John Thompson: And a little light old-fashioned aeroplane with a rotary engine, I suppose?

Eric Douglas: No, it was a Gipsy Moth. But when we had to put aboard some emergency gear and photographic equipment it was a little underpowered, not so much when you got into it air, but getting off, and of course one of the things you had to do down there was to get off as soon as possible to avoid any floating ice in the water.

(From an ABC recording in the Eric Douglas Antarctic Collection and backed up by written papers held at the Australian Academy of Science in Canberra)

More from the diaries:

Flying was carried out only on fine days, generally the first fine day after a blizzard when sea conditions were generally ideal, sometimes with a slight ocean swell which made it difficult getting off. Air conditions were usually perfect, practically no bumps, although some were felt when flying over the Antarctic coast. The engine ran splendidly, developing full power and oil pressure remained steady (38 to 40 lbs/sq in). The machine controls gave no trouble and the machine behaved quite normally in the air i.e. stalling and climbing speeds. The lowest air temperature experienced was 15 F at 4200 ft. With the usual winter flying clothes on and good woolen underwear the low temperature was hardly noticeable. Of course the flights were of short duration, generally about one hour, and it was midsummer.

From Feb 8th to March 2nd 1930:

Air temperature average 40 F. Much less snow about than when we were here in November last. Only the high inland mountains have snow on them, although several days before we left, light snow fell and the surrounding hills were covered lightly. Also the vegetation is much more profuse and green. No trees on this island and the main vegetation is thick moss like growth which practically covers all the small islands and in some places on the mainland. During this stay we only experienced two calm days and clear skies, otherwise very strong south to west winds prevailed. We had a full gale on three occasions, each one lasted for about 24 hours, average velocity 50 miles per hour and over 60 miles per hour in the gusts. Westerly wind. Barometer fell nearly an inch before each blow, generally from 29.8” to 28.9”. Flying was carried out on these calm days, and on one occasion in a fresh north wind. Air moderately bumpy on this day, otherwise free of bumps. Flying mostly over water and sometimes inland near the mountains especially Mt Ross 6500 ft for taking aerial photos. Machine behaved well and engine ran splendidly, much easier to start with the air temp at 40 F, doping not necessary. Engine ran smoother here than when flying in the Antarctic. Oil pressure 36 lbs/sq in.
On the whole, few days are suitable for flying. Winds arise quickly and clouds quickly form. Against this is the ideal water ways for a seaplane or flying boat, shelter from any wind, smooth seas and even when flying inland, forced landings could be carried out quite safely on any of the numerous lakes.

There are also some interesting diary notes regarding the engine:

Engine Gipsy 85-100 HP. Covered oil pipes with asbestos string. Covered up air cooling vent in lower cowling. Overhauled impulse magneto. Changed compensating jet from 410 cc to 420 cc. Adjusted slow running and throttle. Greased valve and rockers. Engine starts OK when doped with a mixture of 2/3 petrol and 1/3 ether. Generally heated up for one hour by warm air, conveyed in canvas chute from boiler room. Temperature of engine raised from 28 F to 40 F or 45F. Doping then not necessary, also better for oil circulation.

After these expeditions, VH-ULD was registered on 24th July 1931 to the Australian Aero Club (WA Section), Maylands and converted to landplane. It was badly damaged during a forced landing competition at Subiaco Aerodrome, WA on 21st January 1934 and subsequently repaired. It was then registered in 1934 to the Aero Club of Western Australia, Maylands. It was again badly damaged when it overturned on take-off Maylands on 26th August 1937 and repaired again. It was then registered to the Royal Aero Club of Western Australia, Maylands on 3rd September 1937. The registration was canceled on 22nd July 1940 when it was impressed by the RAAF as A7-94 at Maylands. To Pearce HQ 17.5.41. To 5 ITS Perth 17.11.41. To 4 SFTS Geraldton 13.4.42. Finally, it crashed into the sea 5 miles north of Geraldton on 10th May 1942. It was salvaged, but struck off charge as scrap on 26th May 1942. One is left to wonder whether those who scrapped her had any idea of the past of this historic aircraft.

French stamps commemorating the expedition.
VH-ULD aboard Discovery. The rudderless Short Bros. floats were fitted with quick release catches so that they could be de-rigged from the aircraft while aboard. Note also the cover over the engine and removed propeller.
Above  Preparing a tasty dinner aboard Discovery.
Below  Mawson writing up his diary.  Note the globe centered on Antarctica.
At the other end of the world, this Moth coupé floatplane DH.60G (c/n 1245) was registered G-AAUR on 5th March 1930 to the Royal Geographical Society, London and initially based at Rochester on the River Medway. It was purchased by the Society for use by the British Arctic Air Route Expedition (BAARE) to Greenland, flown by Flt Lt Narborough H De’Ath. It received its C of A on 6th June 1930. It departed to Greenland along with Gipsy Moth G-AAZR on 5th July 1930 aboard the Quest, but was wrecked in gales at Tassiussak, Greenland on 4th January 1931 and returned to England for repair in August of that year. The Quest was a historic sealing vessel previously used by Ernest Shackleton in 1921-1922.

The British Arctic Air Route Expedition was a privately funded expedition to the east coast and interior of the island of Greenland. The expedition, led by Gino Watkins, aimed to draw improved maps and charts of poorly surveyed sections of Greenland’s coastline, and to gather climate data from the coast and interior icecap during the north polar winter. The expedition explored East Greenland in 1930-1931. The members of the expedition, including Watkins and Courtauld, returned to Denmark and then to England, receiving significant acclaim in both nations. Key members of the expedition were awarded the Polar Medal by King George V, the first given for Arctic service in 60 years.

Upon their arrival in Greenland, the expedition set up their land-based headquarters: the base hut, a winter camp located on a fjord coastline 30 miles (48 km) west of Tasiilaq, then known as Angmagssalik. Here most of the members of the expedition's shore party overwintered, made contact with local Inuit, and sent out light expeditions to chart and survey adjoining areas of coastline.

Meteorological data was gathered at both the base camp and a satellite base, Icecap Station, a purpose-built post atop the Greenland ice cap, 8,600 feet (2,600 m) above sea level and 112
miles (180 km) west of the expedition's base camp. An expedition member, Augustine Courtauld, volunteered to serve as a solo observer for a five-month tour of duty here during the height of the 1930-1931 winter. Watkins and other expedition members relieved him on 5 May 1931, just as Courtauld's food and fuel were running out. Courtauld's observations included some of the first extended data sets ever gathered from the Greenland icecap interior during a polar winter.

Sister ship G-AAZR (c/n 1275) was also a special coupé floatplane and was also equipped with skis for the expedition. Acquired by the Royal Geographical Society in May 1931 it too was damaged on landing at Tassiussak, Greenland on 21st February 1931, repaired, reflown and finally returned to England in August along with the wreckage of G-AAUR. Unlike G-AAUR, it soldiered on until the war. It spent the war years stored in a shed in York and parts were still extant in 1951 – the rear fuselage being used in May 1951 as a bombing target display at the Festival Air Display, York.
G-AAZR being rigged in Greenland. Both Moths were equipped with long range fuel tanks and were capable of flying for seven hours. Both aircraft also had Canadian made skis but the expedition could only afford one set of floats plus a spare float, so the aircraft took turns with them. The aircraft had also been modified to carry a P14 plate camera in the reduced length front cockpit capable of both vertical and oblique shots, and incorporated a special locker for the stowage of rifles, skis, and other emergency equipment.

The coupé top and stowed ski poles.
Marketplace

(This is a FREE advertising service offered to all members, and adverts are also posted on the website. This is your opportunity to clear out all those surplus bits and pieces from your hangar shelves and find those elusive spares that you have been searching for for months. Let’s have more For Sale and Wanted adverts for the next issue!)

For those of you with British or Portuguese Chipmunks and who want, but do not have, a set of the cockpit control locks (which are VERY effective), sets can be procured from Scot Dennison, ph. 262 527 75 21 or SDennison@WL.rr.com. They go for $175 a set - shipping extra and dependent on where you live.

For Sale  DH82c Tiger Moth CF-BNF (DHC327). Total restoration to its original condition just
completed with zero-hour Gipsy Major. Enhanced safety features include with 24-volt starter and air driven generator, 24-volt battery system and a radio/transponder. Located Palm Desert, CA. Contact Harry Schoning tmothbldr@aol.

**For Sale**  I have a Bose headset which I’ll let go for $400 plus shipping. Jerry Schwam Schwam1@aol.com.

**For Sale**  Considerable stock of Tiger Moth spares - many parts for flying surfaces, landing gear, fuselage fittings, controls, etc. What do you need? Ian Grace vintageminor@gmail.com.

**For Sale**  Ed Clark’s Slick magneto and oil ring pistons STC’s. Details and prices may be obtained from Connie Clark at atmc.mothaircraft@yahoo.com.

**For Sale**  Junk those steel fender washers! New manufacture alloy 1” washers to DH drawing 60900 (OD 1”, ID 3/16”, thickness 0.06”), 2024 T3 aluminum. Can be drilled out to ¼” or 5/16” and countersunk where appropriate. Also new incidence wire separators, to drawing H35676 in 1/8” red fibre. Ian Grace vintageminor@gmail.com.

**Wanted**  General tools for working on my Hornet Moth’s Gipsy engine, especially British spanners so I don’t have to use adjustables! loretto@hawk.igs.net.
Dear all,

This note is going out to all current and all known prior and some prospective club members, all of whom are warmly invited to renew or initiate their membership in what was previously the DH Moth and Chipmunk Club. The club was founded in 1962 and is therefore the oldest DH club in the world.

I am hoping that 2017 will see a strong growth in membership numbers and general club activity, reported in the Newsletters and on the website and accompanying online discussion forum. All these services are provided to every member, and whose usefulness directly reflects the input from members - so the more active members we have, the better for all of us. And of course I would like to sincerely thank all those members who have provided news and articles over the past year to make our Newsletters so interesting and informative.

So if you are not already a member, this is your invitation to join us.

I am also, as ever, looking to you guys for suggestions as to how we can improve the Club in any way, and in particular in the area of providing DH owners with practical, operational and maintenance support, etc. to help keep our historic aircraft flying.

Our website may be found at www.dhmcc.com, and is complete with a discussion forum and Member’s Area where the membership list and much other technical and historic data is deposited. If you are a member and do not have the username and password for the Members’ Area, just let me know by e-mail and I will respond by return. I would also welcome any new material to add to the Members’ Area.

Finally, I would like to wish each and all a safe and happy Christmas and look forward to your companionship in the coming year.

Sincerely,

Ian Grace, Flt Lt (RAF) Ret’d.
Welcome to the de Havilland Flying Club, catering for all de Havilland aircraft types. Members receive monthly e-mailed newsletters and access to the Members’ Area of the Club’s website. The 2016 Club subscription is $40 (UK £25, Australia $Au45, New Zealand $NZ55). US/Canadian members, please send US/Canadian Dollar checks made payable to Ian Grace to the above address. UK members, please send cash or Sterling cheques made payable to Ian Grace to the above address. Australian and New Zealander members, please send cheques made payable to Keith Montell in your respective currency to Keith Montell, 178 Hargreaves Road, Steels Creek, Victoria 3775, Australia. Alternatively, payment can be made by PayPal to vintageminor@gmail.com. Or if you would prefer to pay by direct bank transfer, please contact the Club for account details.

You do not have to own or fly a de Havilland aircraft to join the Club – enthusiasm is all that it required!

Your Details

Name
Address
Telephone No.
e-mail address

Your details will be kept on computer file for the maintenance of membership and club records, and the production of mailing lists for Club newsletters and other Club publications. These membership lists and records will be available to all Club members. If you do not wish your details to be published within the Club or any related Club publications, please advise.

Your Aircraft’s Details

Registration No. Aircraft Type
Constructor’s No. Hours on Type

If you have a moment, please provide a few notes about your aircraft – history, previous owners, rebuilds, modifications, condition, etc. Can you spare a photograph of your aircraft? If so, please send one in with this application for the Club archive. Your support for the Club is greatly appreciated.

Membership Referral Scheme

If an existing member has introduced you to the Club, that member is eligible for a $10 (or equivalent in other currencies) discount on his or her next year’s Club subscription.

Referring member’s name: