



# The de Havilland Flying Club

**For owners, pilots and enthusiasts of de Havilland aircraft**

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**Newsletter Number 18 – April 2016**



Congratulations to Paul Warren who is making wonderful progress with his Tiger N639DH (ex-RAF T6392) which recently received its finishing colours. T6392 started its life at 6 EFTS, Sywell where it remained until 1951 when it was reallocated to No. 2 Grading School at RAF Digby in Lincolnshire. After retirement in 1953 it was retired to 12 MU (Maintenance Unit), RAF Kirkbride in Scotland. It was then sold off with dozens of other Tigers to A. J. Whittemore Ltd. at Croydon in November 1953 and registered G-ANJJ. It was passed to Continental Air Services, also at Croydon who had the contract with the French government to supply hundreds of Tigers to the post-war French flying clubs. It went to France, registered F-BHIC (15.9.55),

initially to the Aero Club de la Lys et de l'Artois, Merville, and then (10.12.59) to the Aero Club du Bearn, Pau-Idron. Its C of A was suspended in 1967, its registration was canceled in 1969 and it was then sold (along with 122 other Tigers) to Geert Frank and imported to the USA where it was passed on to Paul who has been rebuilding it ever since.

Of interest to me is that my Tiger (N-5490, N82KF) was also sold to France by Continental Air Services, also operated by the Aero Club du Bearn, Pau-Idron where it was registered F-BHIN and was also acquired and imported by Geert.



**Above** Superb cowlings. **Below** What T6392 looked like 18 months ago.





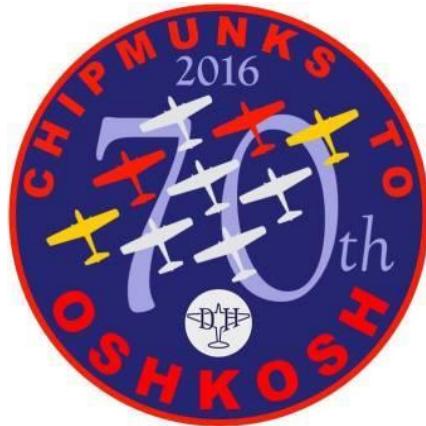
Seen at Kenmore Air Harbor, Lake Washington, WA this morning, Kenmore's Turbo Otter N606KA in its unique Orca whale livery. I was there to sort out some fuselage welding on my Tiger and to book flights up to Roche Harbor at the end of May for Jayne and myself and also DH photographer Geoff Collins and his wife Stella who will be visiting Seattle from England and have jumped at the opportunity to fly DH to the San Juan islands for the day, as well as taking an Orca whale watching trip from Roche – so N606KA's livery could not be more appropriate.

In last month's Newsletter I floated the idea of marking the end of the UK Moth Club's Woburn Rallies by establishing smaller but similar DH rallies cross the US. I had one (one!) response. From Robert Wiggins, who wrote:

"With reference to a club meet, I would be thrilled to put something together here in Texas that was central to East and West. Not far from me we have a fantastic airfield at Fredericksburg, a German origin town in the hill country with lots of sight-seeing opportunities, that has a World War Two period hangar hotel and period diner on the field where I could get a group rate, which many aviation enthusiasts utilize as a gathering spot. From there, there are several 30 to 40-minute fly-ins to some of the best BBQ in the country as well as grass strips where we could do flour bombing and spot landings for fun etc. The field is T82".

So there we have it. In next month's Newsletter, I will announce the date – probably in September, when we will put out at least two open invitations – one to Fredericksburg, Texas, and one to Harvey Field, Washington. In the meantime, **DO PLEASE** respond if you would either like to head a small local DH gathering in your locality or would like to fly in to one.

Over to you!



## Chipmunks to Oshkosh 2016, July 25<sup>th</sup> to 31<sup>st</sup>

22nd May 2016 sees the 70th anniversary of W P I ('Pat') Fillingham's first flight in de Havilland Canada Chipmunk CF-DIO-X at Downsview, Toronto.

2016 will mark the 70th anniversary of the first flight of the Chipmunk, and more is being anticipated than just a casual collection of a handful of examples. Learn more at <http://www.chippies2osh.org/Index.cfm>.

Richard Wilsher ([RGW\\_WP833@wilsher.net](mailto:RGW_WP833@wilsher.net)) is anchoring the celebrations and reports:

"I've done my best to get word out but maybe there are some yet to hear the news. This year being the Chipmunk's 70<sup>th</sup> anniversary, I'm doing my best to pull together as many Chippies and their drivers as I can, for AirVenture 2016. So far 29 pilots have registered their intention to attend, the warbirds line guys are working to accommodate a large 'slick'\* of Chipmunks, Poly Fiber are sponsoring a tent to be used as our HQ and for briefings, there will be a 'Warbirds In Review' presentation of the Chippie on the afternoon of the opening Monday, probably a Chippie or two at the Cavanaugh Museum's area on the Tuesday, a 'Chipmunk Showcase' in the Wednesday's flying program, in which all participants will be welcome to participate (i.e. fly at Oshkosh, in the display), the un-missable de Havilland Dinner on Thursday evening and a forum or two on the Friday, for all de Havilland types, program being developed. Details are on the website at <http://www.chippies2osh.org/Index.cfm>.

\* Given the habits of the 'Dripsy Major', surely the collective noun for a gathering of Chippies (or any group of aircraft sharing the engine type) must be a 'slick'?

Incidentally, knowing that Dodson International have a wrecked Chipmunk in their possession, and wanting a couple of spares from the main gear, I sent them a copy of the M&R Manual Fig. B2, annotated to describe the parts I sought. The drawing clearly states 'Main Undercarriage'. Here is their reply: 'Unfortunately nothing of the nose gear was recovered.' What a relief!"



## George Neal - 1919 - 2016

Capt. R.G. (Larry) Loretto



George Neal in his beloved Chipmunk (Photo Rick Raddell)

George Neal, the world's oldest active pilot until he hung up his helmet and goggles last year, has died at the age of 97. He passed away peacefully on April 4<sup>th</sup> in the house in North York, Ontario, in which he was born and lived all his life.

During the last three years I have had the pleasure of getting to know George as I have pestered him endlessly on advice regarding Hornet Moth CF-EEJ which I was fortunate to purchase from him. Typical of George, no matter how simple my query may have been, he always took the time to explain in great detail how to fix the problem or suggest other solutions based on his vast experience as both a test pilot and restorer of vintage aircraft. George was always the consummate gentleman when it came to helping others. Nothing seemed to be too much trouble for him to give the benefit of his vast experience to those of us requesting help and advice.

George Neal, an award-winning test pilot who earned his Canadian private certificate 80 years ago was recognized last June at age 96 by Guinness World Records as the oldest active pilot after flying his DHC-1 Chipmunk from Brampton Airport to Toronto's Pearson International.

Neal began his flying career as a student pilot at the Toronto Flying Club in 1935, became a private pilot the following year, and began working for de Havilland Aircraft of Canada. In 1941, he enlisted in the Royal Canadian Air Force and served as a staff pilot, engineer and flight commander, so the Air Force had a bargain in George. Here was an officer wearing three hats and costing the Canadian taxpayer the same as one! Like many other very qualified individuals he was denied any chance of serving overseas as he was far too important to the war effort, being a vital cog in running the "Airfield of Democracy", as President Roosevelt described the British Commonwealth Air Training plan run by the RCAF.

George rejoined de Havillands in 1946, being appointed Chief Test Pilot shortly after the DHC-1 Chipmunk prototype was built. This was followed by the DH Beaver, Otter, Twin Otter, Caribou, Buffalo, the turbine versions of the Beaver and Otter, the Dash Seven, and Dash Eight. Interspersed with these DH designs, George became the first Canadian civilian jet pilot when testing the DH Vampire. On top of these DH-designed aircraft, George also did the flight testing on the Avro Lancasters being modified into the anti-submarine role and the Grumman Trackers

built under license at DH Canada's plant at Downsview, Ontario. George also served as chief pilot for the National Aviation Museum until 1991.

During the testing of the Caribou, the prototype aircraft suffered severe flutter of the tail section which forced the test crew to bail out, the aircraft having become impossible for even George to fly it. Before jumping, and in spite of the aircraft, as George stated "having a mind of its own", he shut down all systems. He then took the pencils and other loose objects and returned them to their proper places; he then put on his baseball cap, set up the airplane in a shallow glide, cut the engines and walked back to the exit port. Just another day at the office. Because he shut down all of the systems before bailing out, the aircraft did not burn on impact, making the job of the investigators fairly simple, having all the unburned wreckage to work with.

In the 1950's George procured a copy of the original drawings for the Sopwith Pup WWI fighter and built an award-winning flying replica of the aircraft, now on display at the Canada Aviation & Space Museum, at Rockcliffe Airport in Ottawa.

In retirement, he once again found himself in the perfect position as chief test pilot for Canada's National Aeronautical Museum, to which he donated the Sopwith Pup he had built, along with the ultra-rare Hawker Hind he restored. When the Museum ended its flying program in the early nineties, George returned full time to the family homestead in Downsview, now surrounded by suburbia, to work on his final labor of love – construction of a perfect Hawker Fury replica. George accumulated 15,000 hours on 100 different aircraft types during his flying career.

George passed away as the oldest active pilot in the world, having been the recipient of various awards including the McKee Trophy, Canada's highest aviation award, bestowed by the Canadian Aeronautics and Space Institute in 1989. No accolade was more richly deserved. His citation stated, "Perhaps no other pilot in Canada has had such a varied and complete career in aviation". In 1999 he was commemorated by the Royal Canadian Mint, with a \$20 coin with his profile and the DHC-6 Twin Otter on the reverse and the Queen on the obverse.

George will stay in my memory as the most modest but gifted person I have ever met. He was a product of the age when a handshake was your bond. No thirty-page contracts were needed with George. It has been an honor to have known him.





Congratulations to new member Liz Matzelle of Seattle who is acquiring this Australian-built Tiger A7-307 that has never been restored since its Service life. Liz has a major restoration on her hands, but her unbounded drive and enthusiasm will certainly win the day. You can follow the restoration on our website forum under the 'Our Aeroplanes' tab. (Feel free to register for your club's forum at [www.dhmcc.com](http://www.dhmcc.com) if you have not already done so and start a thread on your aeroplane.)



Above, apologies for the very low resolution of this image of a DH Otter floatplane somewhere up in Canada, but I thought it well worth publishing nevertheless. My son found this gem on a LinkedIn post somewhere, and the only caption was 'Canadian MRT Team'. Can anyone enlighten us further?

Below, member Tom Sumner of Seattle has owned his Tiger Moth NL984 for forty years this year, but at 88 and with double knee replacements Tom can no longer climb in and out of the cockpit, so has hung up his goggles for the last time. However, he lets friend exercise his Tiger which is in outstanding condition. Yours truly had the honor of flying it earlier this month from its long-time home at Arlington, WA. We hope to make an exciting and important announcement about this aircraft's future very soon.



Tom's Tiger was a Cowley-built machine that was originally taken on charge at 20 Maintenance Unit (MU) Aston Down in Gloucestershire on 4<sup>th</sup> January 1944 before being issued to 16 EFTS Burnaston near Derby, which was a glider pilot training unit. It spent the rest of the War at Burnaston before being re-allocated to 19 EFTS at Cranwell in March 1946. From there it was sent to 22 EFTS, Cambridge where it ended its Service training days. It was placed in storage once more, this time at 12 MU, RAF Kirkbride in Scotland before spending its twilight Service years on the Station Flights of RAF Valley on Anglesey and finally RAF Manston in Kent. On 1<sup>st</sup> February 1954, she was placed in storage for the final time, this time at 9 MU, RAF Cosford in Shropshire. From here it was sold to Ireland and registered EI-AHJ where it began its civilian life. This registration was finally canceled in 1969 and it was shipped to Arizona in 1970 and restored by James Ardy who sold it to John Croft of Roseville, California in 1972. John then passed it on to Tom Sumner in 1976 who has owned and operated it ever since, rebuilding it completely after a takeoff incident at the old Martha Lake strip in north Seattle in 1979.

The internet is undoubtedly a two-edged sword, but sometimes it has its uses. Stuart Mackay's Moth Club website includes a series of YouTube videos entitled 'Taming the Tiger' that have been assembled by Nigel Reid, the deHMC's Flight Safety Correspondent which are well worth watching. Access them at <http://www.dhmothclub.co.uk/Taming%20the%20Tiger%202.htm>.

I was trawling through my Moth drawings looking for something else, and came across a drawing which I thought was of the Queen Bee fuel tank. But looking at the corner of the drawing, it is titled 'Tiger Moth - 24 gallon petrol tank U3231'. The giveaway is that it shows the fuel gauge fitted, which the Bee tanks never had, as there was nobody in the rear cockpit to look at it!

I always thought that the only long-range tank option on the Tiger was a tank in the front fuselage and a Vickers pump. Has such a tank survived anywhere? Did it actually make it into production? Is there photographic evidence of such a tank ever being fitted to a Tiger?

I have just bought a Queen Bee tank from Harry Schoning for my Queen Bee V4760. I'll be interested to see if it has a fuel gauge or not. If not, and therefore a genuine Bee tank, I'll be interested to see if it has the tubes to take the sling cables or not. I now know that the Hatfield-built Queen Bees all had slings for float operation, but the later Scottish Aviation batch didn't, because they were all operated on conventional landing gear, after automatic landings on terra firma were perfected, short-circuiting the tricky sea recovery process.

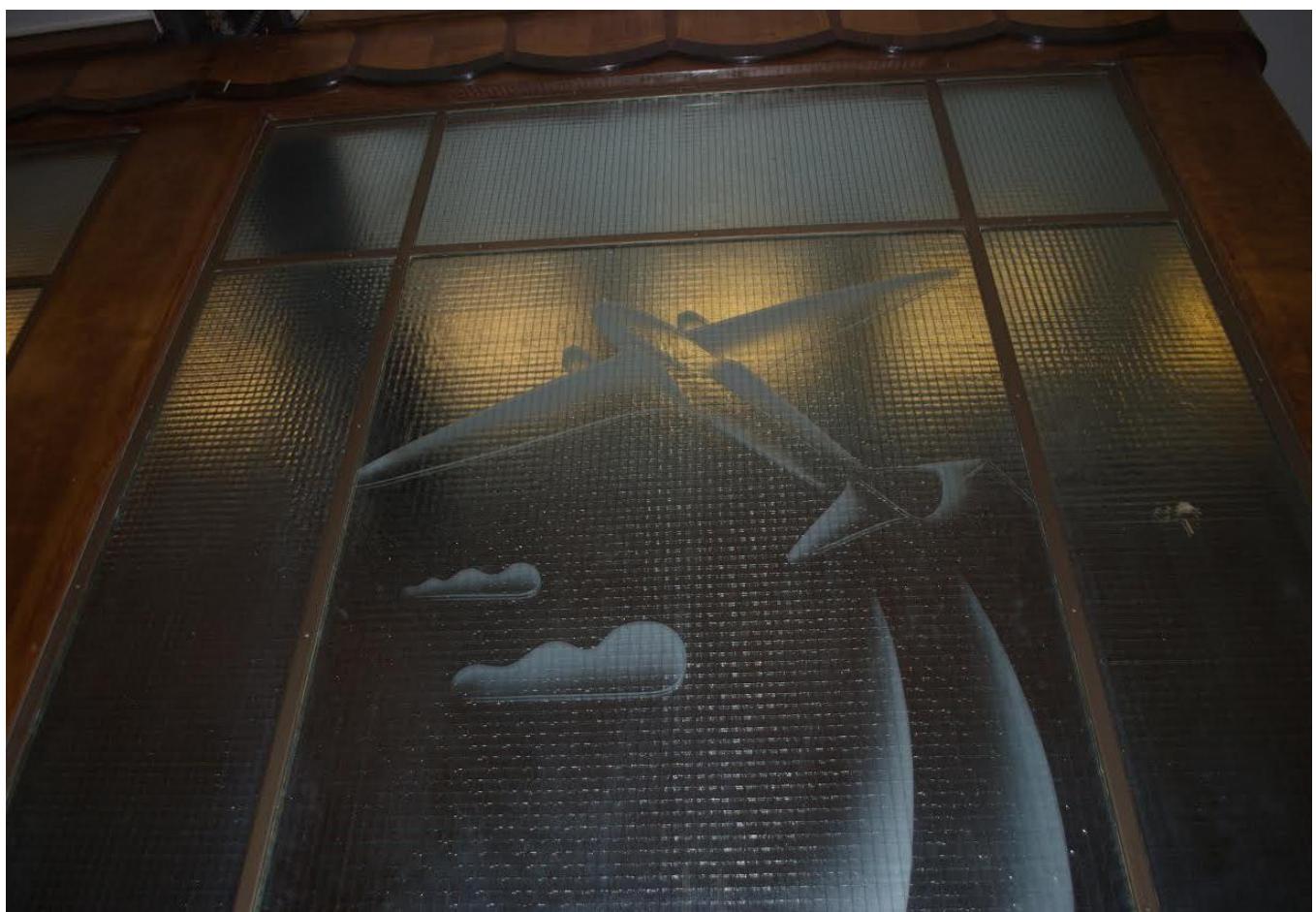
Earlier this month, Jayne and I spent a tremendous weekend aboard the historic Cunard liner Queen Mary in Long Beach to celebrate our 33<sup>rd</sup> Wedding Anniversary. Of course I was keen to see the Art Deco rendition of the DH86 Express which is sadly now no longer aboard, but there is a full-size photo of it displayed prominently – see next page.

One afternoon we took a tour of the less-frequented areas of the ship, including the Second Class stairwell towards the stern. Here we found a series of superb glass etchings of various fast modes of transport dating from the early thirties including racing cars, a Nigel Gresley record-breaking streamlined steam engine and this second image on the next page which is clearly that of the DH88 Comet racer G-ACSS that won the McRobertson race from Mildenhall to Australia in 1934. This historic victory for de Havillands would have been fresh in the minds of everyone in 1934 when Queen Mary was being fitted out in 1935. She sailed on her maiden voyage from Southampton, England to New York on 27th May 1936.

What is also probably little known is that Alan Butler, Chairman of de Havillands, was invited to join the Queen Mary on that maiden voyage but had to decline. At that time, there was also the prospect of a link between DH and the John Brown Shipyard – builders of the Queen Mary – to develop transatlantic flying boats and operate them from a major airfield in Scotland!



**Above** The Art deco DH86 Express aboard the Queen Mary.  
**Below** The Comet Racer on the Second Class stairwell.





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## 2016 Membership

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 [kangamingo@gmail.com](mailto:kangamingo@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:

## 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 months. Let's have more For Sale and Wanted adverts for the next issue!)



**For Sale** The late Ken Copp's DH82a Tiger Moth c/n 86297, ex-RAF NL838. Licensed experimental. 507 TT engine major and airframe. Starter, intercom. British compass. New annual with sale. Comes with truckload of spare parts including engine parts, airframe parts, wheels, tires, brakes, spare prop, prop hubs, nose bowl, seat, struts, landing gear parts, tail feathers and one aileron, some wood for wing ribs, etc. **Asking price reduced to \$60,000 for all.** FOB Sonoma, Ca. Further details from Bill Ewertz, (707) 938-1465 or [ewertz@pacbell.net](mailto:ewertz@pacbell.net).

Here's the history of Ken's Tiger:

**F-BGEP** c/n 86297 Taken on charge at 38 MU 7.10.43. To 222 MU 8.4.44. To Casablanca 21.4.44 aboard the Empire Peacock; arrived 12.5.44. To Free French AF. Ex NL838, FrAF (Regd NL838-95) Regd (CofR 21752) 10.4.53 to CIC du Plessis-Belleville. Regd .57 to Aero Club de la Haute-Marne, Chaumont, later Sarreguemines. Regd .62 to Aero Club de Sarreguemines, Sarreguemines. Regn cld 12.69. To Geert E Frank, East Kingston, NH, USA. Regd N4970 .72 to HL Routh, Tullahoma, TN. Regd .78 to Kenneth R Martin, Ellenwood, GA. Regd N838KC 6.2.80 to Kenneth H Copp, San Rafael, CA. (Note: This was seen, dismantled, still as F-BGEP .82). Rebuilt and reflown 28.5.91. Painted in RAF camouflage as NL-838.



**For Sale** 1941 DH82a Tiger Moth at Indian River Aerodrome, FL74., Florida. Swedish Air Force colors, clean, KLX 135A GPS/intercom, XPDR Mode C, tailwheel, Slick magnetos and brakes by Ed Clark, Serial and N number 85882. TT 4190, SMOH & POH 880 hours. Annual February 2014. Price reduced to \$45,000 OBO. Tel. (772) 299 7100, cell 772-321 5175. [ldejoune@aol.com](mailto:ldejoune@aol.com).



**For Sale** 1952 Chipmunk T10, Royal Navy paint scheme as auctioned off in 1994. 8,800 hrs TT with a low fatigue life established. Oil analysis completed for two years and very good. Engine 1015 hrs SMOH. Oil ring mod. completed. Cleveland Wheels and brakes. Newly overhauled Fairey Reed prop. Otherwise standard RN issue. December annual. King KY 196, KT 76 and David Clark Isocom. ACK ELT. Complete records from the Royal Navy. All AD's and X-Rays completed. Owner is an A&P/IA and held UK A&C licenses with the Chipmunk type on it. Asking \$72,000. Located Montana. Brian Dunlop [speedbird1@bresnan.net](mailto:speedbird1@bresnan.net).



**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 Schonning [tmothbldr@aol.com](mailto:tmothbldr@aol.com).

**For Sale** I have a Bose headset which I'll let go for \$400 plus shipping. Jerry Schwam [Schwam1@aol.com](mailto: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](mailto:vintageminor@gmail.com).

**For Sale** Two DH60 GMW Gipsy Moths. No, that is not a misprint! These are the aircraft that were being resurrected by the late Ed Clark and are now being offered as kits by Connie Clark. Full inventories and prices may be obtained from Connie [atcmc.mothaircraft@yahoo.com](mailto:atcmc.mothaircraft@yahoo.com). Connie can also supply Ed's Slick magneto and oil ring pistons STC's.

**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 1/4" 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](mailto:vintageminor@gmail.com).

**Wanted** Tiger Moth to place with the de Havilland Heritage Flight in Seattle. Prefer one in Standard category, but anything airworthy with good engine hours remaining considered. Ben Cox [bencox@googlemail.com](mailto:bencox@googlemail.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](mailto:loretto@hawk.igs.net).