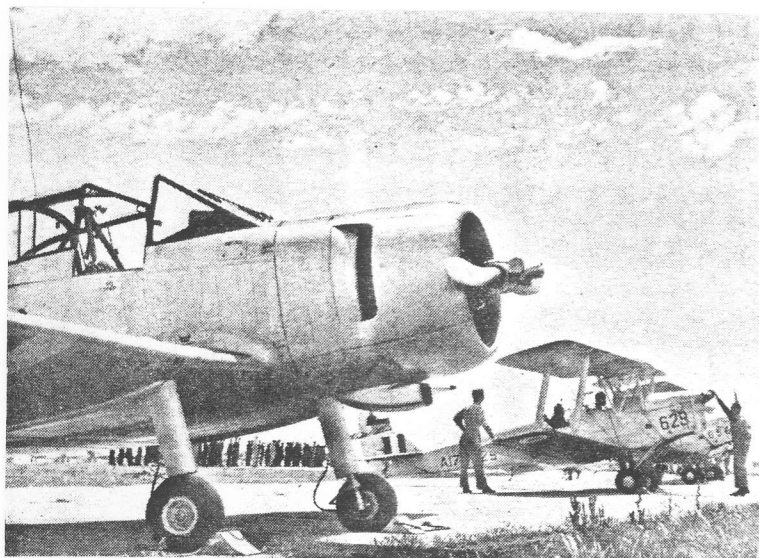


Ending a 30 years' association between the R.A.A.F. and the de Havilland Moth family, the Service's last ten Tiger Moths were flown in formation from Point Cook to Tocumwal for disposal on January 9. Here they are seen lined up before the flight. Their place is being taken by Winjeels.

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The last of the R.A.A.F. Tiger Moths preparing to leave Point Cook for disposal, in the foreground is a Winjeel.

R.A.A.F. Trainers

AS briefly reported in the previous issue of THE AEROPLANE the last Tiger Moths have been withdrawn from service as *ab initio* trainers with the R.A.A.F. Operated by the R.A.A.F. College at Point Cook, the final 10 aircraft were flown to Tocumwal on January 9 for disposal outside the Service.

Employed throughout the late War as the basic trainer for the Empire Air Training Scheme in Australia, the Tiger Moth followed the Gipsy Moth into service with the R.A.A.F., which was the first Commonwealth Air Force to use the latter type for pilot training in 1927. During the War 861 Tiger Moths were supplied to the R.A.A.F., and the first of 732 produced by the de Havilland factory in Australia reached the Service in 1940.

Superseding the Tiger Moth for training in Australia is the CA.25 Winjeel produced by the Commonwealth Aircraft Corporation. A production version of the CA.22, which first flew in 1950, the Winjeel is powered by a 445 b.h.p. Pratt & Whitney R-895 engine and is a three-seat basic trainer which has been ordered in limited numbers (62) as a stop-gap until all-through jet training is adopted by the R.A.A.F.

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