

November 2024

Issue No. 157

Note from the President

We apologise for the delay in producing this issue of the Flyer. Sadly, as most of you know, Nigel White, our editor passed away on 8 October when his 30-year battle with kidney failure finally caught up with him. He was one of those people who always genuinely seemed pleased to see you and who had an incredibly positive attitude, despite what he was going through.

I introduced him to the Museum Society back in 2010 and he has played a key role in the Museum's activities ever since, initially on the committee and then many years as President and a driving force in our undertaking the formidable task of identifying and cataloguing all our Museum's items and artifacts.

Nigel also took up the challenge of publishing the Flyer, developing it into the regular full-colour document that kept the Museum's members and friends up to date with aviation activities around our airport. Despite his health setbacks he was well down the track with this latest issue only a few weeks before he left us.

He was currently covering the Secretary role as well and has also been a great help in helping us with setting up our administrative systems. He had a knack for keeping the important things in front of mind, particularly when us oldies were getting sidetracked or spending too much time yarning about aeroplanes.

My special thanks to those members who came along to Nigel's memorial service.

Wilson



Museum Upgrade

The great news is that our application to the Kapiti Coast District Council for funds from their annual Museum and Heritage Fund has been approved! Our many thanks to Rosie and other Council staff for encouraging us to apply and guiding us through the application process.

This funding will go towards improving our image and upgrading our displays to provide a much-improved, more meaningful, educational and enjoyable visitor experience for those who visit our Museum so that they can learn more about our regional aviation history.

Action is already underway with a display designer on board and some decisions being made with regard to improving layout and presenting a cohesive overall presentation. More on this as it proceeds.

The Brown Archive: Omaka's Knights Of The Sky [Part 2]

Following on from my May 2024 introductory article about my March 2024 visit to Sir Peter Jackson's "Omaka Aviation Heritage Centre," here are more pictures and details.

The French Morane-Saulnier Type BB was set in a diorama depicting an ambulance being hailed to assist the downed airmen. The aircraft was intended as a reconnaissance aircraft and saw limited use with the French Army and three Royal Flying Corps squadrons. Only one example of this aircraft survives, that being depicted here is a reproduction.

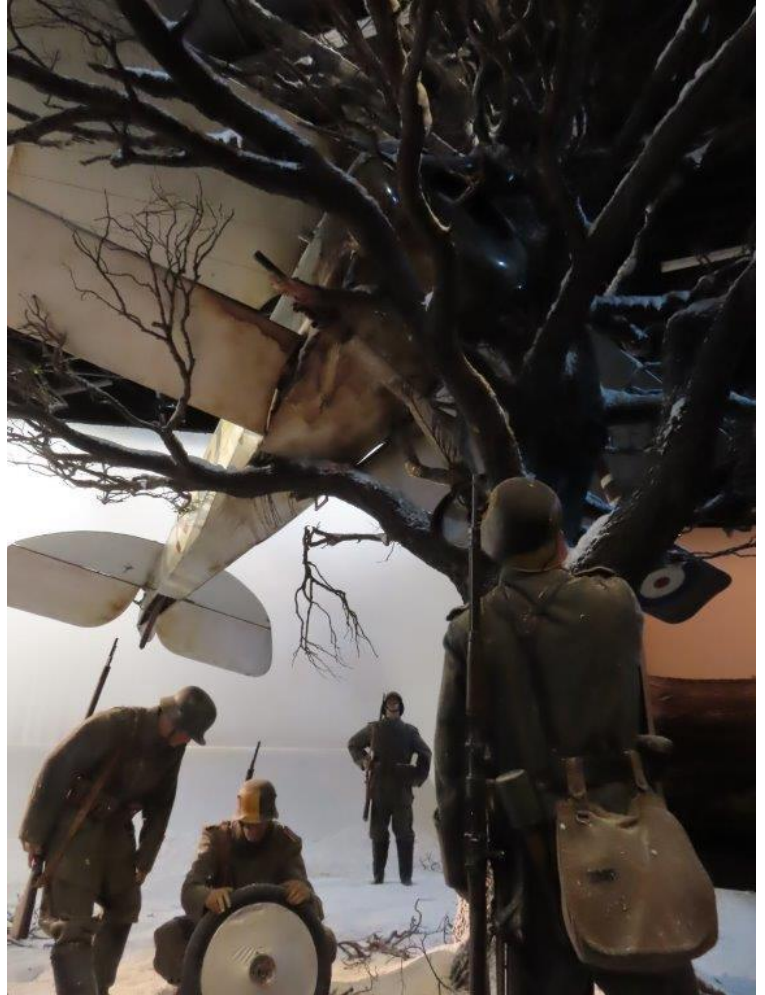


The workshop scene is a marvellous diorama with so many fine details to sight: wood shavings, sawdust, tools scattered on the bench, dust and grime with the workers personifying a typical workshop with work in progress in restoring a Thomas Morse Scout back into flying condition.



The Breguet 14.A2 was one of the more successful aircraft of WW 1 – a robust machine which still managed to be light and manoeuvrable due to its innovative construction featuring the wide use of duralumin with only the wing ribs and fuselage fairings being wooden. Over 8,000 machines were ultimately manufactured in reconnaissance, bomber and post war civilian variants.

Probably the most photographed exhibit in the Aviation Heritage Centre is the “snow scene” depicting a Royal Flying Corps Nieuport 27 damaged in a dogfight with a German Siemens-Schuckert. The Nieuport has crashed in a tree, the unhurt pilot clambering down to be greeted by the German flyer who had landed nearby. The Nieuport 27 represented the last of a line of very successful and rather similar looking scouts. The Siemens-Schuckert D.IV arrived at the front a little late in the conflict to really make an impression. The engine was unique among rotaries in that the crankshafts revolved in one direction and the cylinders and crankcase revolved in the opposite direction, thus giving an equivalent engine speed of 1,800 rpm with a propeller speed of 900 rpm, a direct 2 – 1 reduction. This feature allowed the use of a huge four-bladed propeller which led to a phenomenal rate of climb and extremely high service ceiling.



Thanks are expressed to the Aviation Heritage Centre for the use of their book “Omaka’s Knights of the Sky” for information and data relating to the pictured aircraft.

Thanks to the team which spent a recent Tuesday morning spring cleaning the Museum inside and out.

Tuesday Morning Talk – Stu Brown – 10 September 2024

After a brief oral potted history on postcards and their rise and fall in popularity, Stu displayed some of his New Zealand aircraft postcard collection, starting with earlier pre-WW II postcards relating to Richard Pearse and his attempts at getting airborne, Charles Kingsford-Smith and his Tasman Sea crossings in “Southern Cross,” Guy Menzies and his solo Tasman crossing etc.

Then he displayed sequentially postcards depicting the various aircraft flown by NAC, TEAL, Air New Zealand, Freedom Air, Mount Cook Airlines, Ansett NZ etc.

A brief time frame only allowed a glimpse of postcards of minor carriers such as Air Nelson, Great Barrier Airlines etc, topdressing aircraft, tourist and private aircraft and helicopters, RNZAF aircraft and a series of art deco style depictions of historic NZ aircraft and aviation events.

Members participated in relating their experiences in observing and flying in some of the aircraft depicted and the changes that have eventuated over the timespan of the postcards displayed.

Great to share and display another aspect of aviation interest. Maybe a further session could be devoted to showing the postcards skimmed through this time in greater depth.

Thanks to Stu for his presentation. We know that Stu is an avid collector of things, and perhaps (if we ask nicely!) we will hear more from him in future.

Planespotting

As usual, we present a selection of photos from around Kapiti, taken by Stu Brown.

At right, Zenith CH-601XL ZK-SRF



*Left: PA Cresco 08-600 ZK-LTU
Aerospread*

*Right : Diamond DA-40 Diamond Star
ZK-MTL. Massey University School of
Aviation*



Left: Vans RV-7A ZK-MIS



Left: ICP Savannah S ZK-RDY

Upcoming Meeting Programme

Tuesday 19 November 9:30 AM	Forum or Video
Tuesday 26 November 9:30 AM	Forum or Video
Tuesday 3 December 9:30 AM	Forum or Video
Tuesday 10 December 9:30 AM	Forum or Video
Tuesday 17 December 9:30 AM	Forum or Video
Tuesday 24 December 9:30 AM	No Meeting
Tuesday 7 January 9:30 AM	No Meeting
Tuesday 14 January 9:30 AM	Forum or Video

MUSEUM HOURS:

SUNDAYS 1pm to 4pm

PRIVATE AND GROUP VISITS BY ARRANGEMENT

PHONE: 021 037 1937

ADDRESS: 227 KAPITI ROAD, PARAPARAUMU

POSTAL: C/- P O BOX 248, PARAPARAUMU 5254

WEBSITE: www.kapitiaviationmuseum.nz

EMAIL: kapitiaviation@gmail.com

FACEBOOK: Search **Kapiti Aviation Museum** on FB