

March 2025

Issue No. 161

Thanks to those of you who have distributed new rack cards and bookmarks around various sites in the district. And to Keith and Roger for supplying an up-to-date North Island Flight Chart and laminating it. It looks much tidier than the old one we had on display.

Thanks also to those who came to the Summer Barbecue, with partners and food! The weather was perfect and the conversations wide-ranging. A very pleasant break.

We have achieved some significant book sales recently, as a means of disposing of duplicates and off topic books which take space in our library. More are scheduled to go through future Lions book sales.

While going through records we find that we do not have a full set of Flyer newsletters, electronic or hard copy. This is probably a consequence of past editors doing their work on personal computers. As the Flyers give snapshots of Museum activities over the years, we are trying to build a complete set. If any of you have been in the habit of saving them, please let us know. Issue #1 was in July 2010 and we have patchy coverage through to #40 May 2014. We then have a backup disk and hard copies until #90 September 2018, then nothing through until #145 May 2024. If you can help, please let Wilson know. We would be happy to scan hard copies if necessary.

Please note that we have arranged a visit by **Tim Costley**, our local MP and ex-RNZAF, set down for **Monday 31st March at 10.00 am**. This will be **instead** of our usual Tuesday morning gathering that week. Tuesdays do not suit Tim as Parliament sits on Tuesdays.

Kapiti Lions Club visit – 25 February 2025

We hosted a small group of visitors from the Lions Club of Kapiti who spent a very enjoyable hour with us in our Museum. Our displays prompted memories and tales around the Safe Air Bristol Freighters and NAC DC3's back in the fifties and sixties, and the noises and facilities around the airport at that time.



They were particularly intrigued by our display pictures showing the hundreds of spectators crowded onto the site when our airport construction officially began, with both adult spectators and children roaming around the new-fangled bulldozers and scrapers as they worked, and noting that this would make present day health and safety officers' shudder

The Brown Archive: GOLDEN BAY AIR

In March last year, on a trip to the Marlborough / Nelson region, we took the opportunity to drive over the Takaka Hill to Golden Bay, visiting Collingwood, Takaka and Ligar Bay [ex Tarakohe] – a region I had last visited in 1957.

At one stage as we were driving along SH60 just out of Takaka, I espied an airfield and dutifully the car turned to the right to drive in.



Takaka Aerodrome [KTF] is home base for one of NZ's small airlines, Golden Bay Air, which operates light aircraft on scheduled flights to and from Wellington, Karamea and Nelson. Local scenic and charter flights also make up part of the business.

On this particular day I only found three aircraft of their fleet at the airfield, Gippsland GA-8 Airvan ZK-ZUG, Britten-Norman BNA-2A-26 Islander ZK-EVO and a Piper PA-28-181 Archer II ZK-ZOG



Golden Bay Air originated in November 2005 as Zephair Ltd and flights began in 2006 under the name Capital Air. The airline changed its name to the one currently used in May 2009. Originally the airline was based in Wellington, but moved its base of operations to Takaka at the time of the name change in 2009



Image, JetPhotos (Rolf Jonsen)

Takaka aerodrome was established in 1940 and has two runways, the longest being 825m long, 11m wide, and is sealed. In 2010, Golden Bay Air commissioned a global navigation satellite system [GNSS] instrument approach system at Takaka Aerodrome.

It was great to see this family-owned flight, shuttle and rental car service based in Takaka thriving.

Acknowledgements to: Wikipedia and a Golden Bay Air brochure for information and data

Editor's Photo Essay, AESL Airtourer

When foraging through my old photograph and logbooks, I found lots of pictures of Airtourers, the type in which I first learned to fly and clocked up around 50 hours in eight different aircraft.

Originally labelled the Victa Airtourer, this dinky little all-metal low wing two-seater was designed by Henry Millicer, the chief aerodynamicist of Australia's Government Aircraft Factories and was initially built in Australia by Victa Ltd, at that time a successful lawn mower and two-stroke engine manufacturer. The prototype flew in 1959 and Victa produced about 170 100hp and 115hp models through until 1966 .

In 1967 the manufacturing rights were purchased by New Zealand's Aero Engine Services Limited (AESL) in Hamilton and they produced a further 80 or so, mainly 115hp and 150hp versions. Buyers largely comprised aero clubs and private owners, although the RNZAF took four 150hp models. Wellington and Wanganui Aero Clubs were two of the clubs in our region that used Airtourers as their primary training aircraft back in the 1970's. The Wellington Club operated them out of their Paraparaumu branch as well as their main base at Wellington Airport.



In 1969, AESL delivery pilot, Cliff Tait, made a record-breaking flight, circumnavigating the globe in Airtourer ZK-CXU, flying 40 legs over 79 days. This aircraft figures in my logbook for a few hours in 1983 when the Aero Club had it on the line for a while. It now resides on display at MOTAT.

They were lovely to fly, great visibility with the bubble cockpit, fully aerobatic, and very positive controls. The glide could be non-existent if you were not careful though. The control column is a single one which sits between the two seats. Flaps and ailerons are combined into flaperons.

Additional material derived from Wikipedia

Planespotting

Our regular selection of Stu Brown's photographs from on and around the airport this year.



Cessna 170A. ZK-OCC. Private owner



Grumman American AA5 Traveller. ZK-DKW. Private owner



Embraer EMB-500. ZK-PHN Pouakai Investments Ltd



Pilatus PC-24. ZK-JFL Distinction Hotels NZ Ltd



Bolkow BO-208C Junior. ZK-CJL Private owner. Paraparaumu-based



Guimbal Cabri G2. ZK-IMZ Operated by Kapiti Aero Club.

Flashback

While fossicking through an envelope of old black and white prints we found these two. Cessna 150H ZK-CST, parked in the forecourt at Coastlands Shoppingtown in Paraparaumu and dated 8 November 1969.



The signboard says: *JOYRIDES from \$2 each. Scenic Flights Round Town. Kapiti Island. Wellington. Hutt Valley. Marlborough Sounds, or anywhere you wish.*

The photographer could have been George Rooker, who bequeathed a vast amount of memorabilia to our Museum many years ago. The aircraft was new in 1968 and is currently privately owned in Hawkes Bay.

Upcoming Programme 2025

Tuesday 4 March	9.30 am	Video, Opening of Wellington Airport
Tuesday 11 March	9.30 am	Forum
Tuesday 18 March	9.30 am	Roger Newth, Army Career
Tuesday 25 March	9.30 am	Forum
Monday 31 March	10.00 am	Tim Costley, MP for Otaki
Tuesday 8 April	9.30 am	Video, Opening of Mangere Airport

MUSEUM HOURS:

SUNDAYS 1pm to 4pm

PRIVATE AND GROUP VISITS BY ARRANGEMENT

PHONE: 021 037 1937

ADDRESS: 227 KAPITI ROAD, PARAPARAUMU 5032

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

WEBSITE: www.kapitiaviationmuseum.nz