

April 2025

Issue No. 162

A reminder 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.



NIUE 1970 8 cent postage stamp featuring New Zealand Civil Aviation Fokker Friendship ZK-DCA overhead Niue Airport. This stamp celebrated the opening of the airport. The aircraft was one of the Department of Civil Aviation's fleet based at Paraparaumu Airport. The stamp was designed by New Zealand's Leonard Mitchell, a prolific stamp designer at the time.

The Brown Archive: PICTON's KOROMIKO AERODROME:

Further to the last issue of *The Flyer* when I wrote and pictured about my short visit to Takaka Airport and the activities of **Golden Bay Air** there was another small airfield we visited on our South Island jaunt in March 2024 which was Picton Koromiko Aerodrome situated between Picton and Blenheim. The locals call the aerodrome Koromiko.

This was to be the first time that I had crossed the adjoining railway line to get access to the aerodrome as usually one is in a hurry to get to or from the interisland ferry sailings at Picton.

A pleasant surprise awaited as we were greeted by a well ordered and tidy layout where I espied and photographed three of the four aircraft of the **Pelorus Air** fleet.



Gippsland GA8 Airvan ZK-PEL



ZK-PRM Cessna A185F



Cessna 172 ZK-MGR



Fortuitously I had taken pictures of their fourth aircraft, Cessna 206 ZK-ENT, when it had operated in and out of PPQ earlier in the same month.

Koromiko Aerodrome [PCN / NZOR] is located at Koromiko which is about 7km south of Picton and about 21 km from Blenheim and interestingly has both a railway line and State Highway 1 running parallel to the eastern side.

Sounds Air makes 23 flights per week to Wellington operating from Koromiko.

Pelorus Air is locally owned and operated and provides air access to the Marlborough Sounds and the top of the South Island as well as Wellington, Paraparaumu and Nelson. The floatplane Cessna A185F ZK-PRM gives access to the many bays and inlets within the Marlborough Sounds plus, with the other aircraft, services airstrips at Port Gore, Nopera, D'Urville Island, Elie Bay and Northwest Bay.

The Cessna 172 originally had a normal tricycle undercarriage, but has been converted to a taildragger and has a camera hatch for aerial photography whilst Cessna 206 ZK-ENT has the facility to carry a casket.

A well worthwhile little diversion to make if you are driving in that part of the world.

Acknowledgements to: Pelorus Air and Sounds Air computer advertising, and Wikipedia.

Tuesday Morning Talk - Roger Newth and his Army Career - 18 March 2025

Roger grew up in Foxton before moving to Auckland with his family in 1950. In 1955 he attempted to join the Regular Force cadets but was turned away as being too young. After spending a year working on a dairy farm in Waiuku he reapplied and was accepted in 1956 and was sent to Waiouru for his basic training and the first of many postings there during his years in the New Zealand Army.

He had learnt to read music and to play the cornet during his childhood and found he was in great demand as a bugler and in Regimental Bands over the years to follow.

Roger graduated into the Royal NZ Artillery in late 1957 and was posted to Papakura. The Army sent him on a succession of courses over the next few years, becoming a Weapons and Fieldcraft Instructor at Waiouru in 1961.

In 1963, as a Platoon Sergeant, he led his platoon to Terendak in Singapore, arriving there the day that US President JF Kennedy was assassinated, and was based there before returning to New Zealand in April 1965. In mid-1966 he was posted to Papakura and found the opportunity to take up powered flying as a pastime and soloed with the Auckland Flying School in under 5 hours as a result of previous glider flying experience while at Waiouru.



Roger, in Vietnam 1967

Then, in January 1967, it was off to Vietnam for about 12 months with 161 Battery where they were involved in a number of operations before Roger returned to NZ. In 1970 he was promoted to Warrant Officer Class 2. He took on a number of instructor and administration roles and worked his way through the ranks to Captain and Adjutant at Fort Dorset before leaving the service in 1981 and taking on a car grooming business for a year or so until this was badly affected by Muldoon's price and wage freeze.

Roger re-enlisted into the Army in 1983 and spent more time in Waiouru before ending up in Headquarters of Army General Staff in Wellington. He then transferred to Defence HQ where he was responsible for the supply of fuel and ammunition to all three armed services, before retiring from the Army in 1989 with the rank of Major. He said that he thoroughly enjoyed his career and would happily do it all again.

Upcoming Meeting Programme

Tuesday 25 March	9.30 am	Open forum
Monday 31 March	10.00 am	Tim Costley, MP for Otaki
Tuesday 8 April	9.30 am	Video, Opening of Mangere Airport
Tuesday 15 April	9.30 am	Open forum
Tuesday 22 April	9.30 am	Wilson Lattey, Trans-Tasman Airmails
Tuesday 29 April	9.30 am	Video TBA

Flashback...

RAF Avro Vulcan B.1 XH498 on climb-out moments after its notorious landing attempt at the opening of Wellington Airport on 25 October 1959, as a result of severe wind shear. It went on to make a soft landing on the grass at Ohakea and underwent many months of repair before returning to England. It remained in service until 1967 after which it was an instructional airframe before being scrapped.

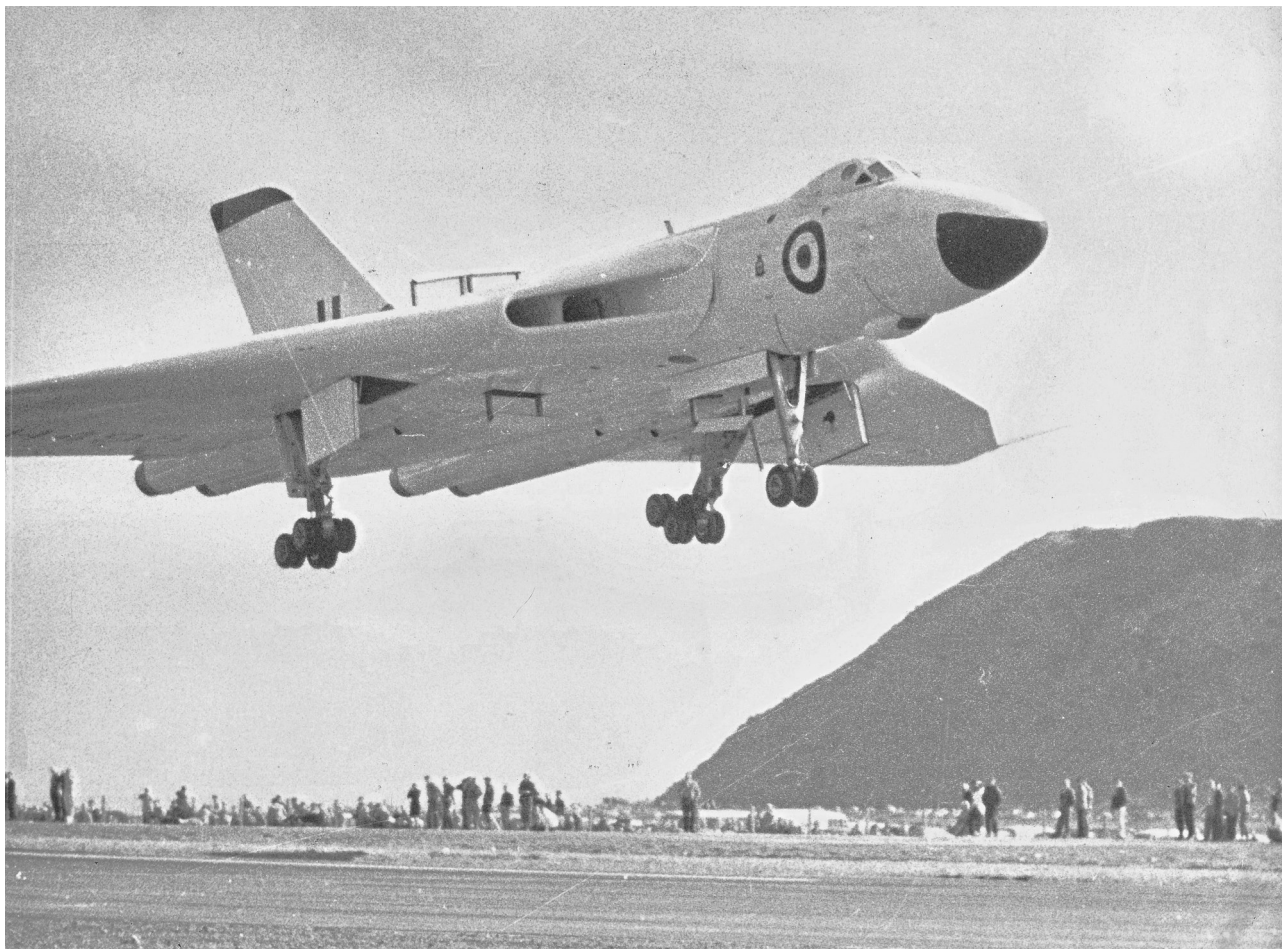


Photo by Jack Short, Chief Photographer, Evening Post

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

EMAIL: kapitiaviation@gmail.com