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Tuesday Morning Talk – Warren O’Keeffe - Flight Simulators

At our weekly meeting on Tuesday 24 June, member Warren brought along and set up some of his flight simulator gear.

Through a show, tell and operate session Warren most ably demonstrated to members what the Microsoft Flight Simulator can deliver. So many major changes from the basic graphics, instrumentation, flight controls and radio communication of days gone by, replaced with the modern “virtual cockpit” and most realistic depictions of aircraft, cockpit instrumentation, worldwide airports and scenery.

Warren initially set-up and demonstrated a flight in a Cessna [ZK-WOK – get the registration?] from Wellington Airport and toured around the local area.

Next a more complex demonstration -- the flight of an Air NZ A320 from Wellington to Queens-town, sections of which were sped-up as meeting time limits would have been over-run. Warren, pre-flight, showed how weather conditions, cloud formations, aircraft loading configurations etc, could be changed to suit the skill and interest level of the player.

He then handed around a controller and pre-flight and flight data for members to look at and answered questions.

Thanks Warren for your time and effort in setting up the session and introducing members to the more updated versions of flight simulators available nowadays. Happy flying from your home-based virtual aircraft. *Stu.*



Computerised 3D screen shot of DC3 ZK-AWP at Paraparaumu



A most interesting session which again raises the question, “Would it be feasible to set-up a basic flight simulator in the museum so that younger and not so young visitors could try their hand at flying an aircraft?”

THE BROWN ARCHIVE: RNZAF LOCKHEED HUDSON NZ2049:

I have been fortunate to visit the Omaka Heritage Centre twice, in 2001 and again in 2024.

One diorama which grabbed my attention was that of ex RNZAF Lockheed Hudson NZ2049 in the “*Dangerous Skies WW II Exhibition*” hall.



In the Pacific War of WW II the first RNZAF squadron to engage the Japanese in combat was No.3 Bomber Reconnaissance Squadron and a detachment of six Hudsons arrived at Henderson Field on Guadalcanal in November 1942. Even though the aircraft were tasked with reconnaissance and scouting duties they did carry bombs.

On November 23rd this particular aircraft, under the command of Flying Officer George Gudsell, spotted a Japanese tanker and escorts. Three Japanese floatplanes attacked the Hudson, but by applying full power to one engine, he could out-turn the attackers and aided by his defensive armament, managed to evade the fighters.

Three days later, Gudsell's aircraft was attacked by three Zeros. The fighters put the Hudson's top turret gun out of action and concentrated their attacks from astern. Gudsell directed the Hudson from the astro-hatch whilst second pilot Flying Officer McKechnie flew the aircraft. A running battle at low altitude followed with the Hudson hit several times but managed to return safely to Henderson Field. As a result of these actions Flying Officer Gudsell became the first New Zealander in the Pacific Theatre to be awarded a military decoration – the United States Air Medal.

Remarkably the Hudson involved [NZ2049] survived its tour of duty and returned to NZ. This aircraft was stored for decades in the John Smith collection at Mapua prior to being acquired by Bill Reid [of Avro Anson note] in 2007. An option is being kept open to eventually restore the Hudson to flying condition, but for now it's remaining secure and dry in its jungle diorama setting.

Specifications for the RNZAF operated Hudson's included:

Maximum speed: 246 mph [397 km/h] Two Wright Cyclone 9 cylinder radial engines of 1,200hp each.

Range: 1,700 nautical miles [3,150km]

Service ceiling: 24,500 feet [7,470 m]

Armament: 4 x 500lb bombs or depth charges. 2 x .303 inch machine guns in turret and 2 in the nose.

Crew: Five

Acknowledgement : Information board accompanying the diorama display at Omaka.

AIRLINES OF PARAPARAUMU : GOULD'S AIR FREIGHT LTD

In mid-1947, Jack Gould, a garage proprietor from Paraparaumu, bought two Supermarine Walrus and 120 Airspeed Oxfords from the War Assets Realisation Board, which were declared surplus after the end of World War II, and stored at Woodbourne, near Blenheim.

Although Jack had not previously had any direct involvement or interest in aviation, his experience with the purchase of the Walrus and Oxfords, raised a new interest in exploring the use of aeroplanes for freight purposes, especially as aviation was developing in NZ after the Second World War.



Jack was something of a character and became involved in numerous aviation issues and incidents including an unauthorised ferry flight of the first Walrus from Woodbourne to Raumati Beach for which he was fined in the Magistrate's Court. The second Walrus was taxied across Cook Strait to Paraparaumu Beach. Other issues included flying without a licence, and operating aircraft without certificates of airworthiness.

Two of the Oxfords were converted for civilian use and Jack engaged Tom Empson (a local pilot at Paraparaumu) to fly them on sightseeing flights around Paraparaumu and for some unusual flights to Christchurch, Auckland and Wellington.

Jack became aware of an opportunity to transport crayfish from Christchurch to Auckland to catch a Pan American Airways flight to the USA where there was a lucrative crayfish market. Jack and Tom carried out the flight without incident.

Jack eventually registered Gould's Air Freight as an air freight company, and in December 1947, submitted an application for an Air Service Certificate to operate charter air freight services to airports in NZ. In December 1947, several consignments of cherries were flown from Blenheim to Wellington and Auckland for the Christmas market and were carried by Gould's Air Freight.



On another occasion, Jack arranged for a party of mainly local Otaki and Te Horo farmers to travel to Christchurch for the Grand National horse races. They got into a spot of bother for that because they were not licenced to carry passengers.

Jack also owned a Tiger Moth, but he crashed this on Christmas Eve 1947 and was killed. The air freight company ceased trading in March 1948.

Planespotting

Privately owned Cessna 162 Skycatcher



Local Grumman AA5 Traveller ZK-DKW after it's forced landing on D'Urville Island recently. No-one hurt, but a long road trip home!

Upcoming Meeting Programme

Every Tuesday	9.30 to 11.00am	Open forum at the Museum

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