The Papakura Sentinel



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Greetings to all our readers

Spring has sprung, and it promises to be a hot summer. Before we can relax there is much to do.

Following the AGM, we have a new Committee – see page 15.

The end of the year comes with Christmas lunch together and, this year, a float in the Papakura Christmas parade. Members are invited to be involved.

Exciting things are happening in the Museum. The permanent mana whenua exhibition space represents years of discussion with local hapū, planning, fundraising. It's now happening. A whole wall is available for mana whenua – Ngāti Tamaoho, Te Aakitai Waiohua and Ngāti Te Ata - to tell their stories, while others will also be acknowledged. It will not all happen at once, but it is taking shape.

This issue: Martha Cole, delivery bikes, spy planes and 'that plane'. Read on, and enjoy,

Rob (Ed)

PAPAKURA & DISTRICT HISTORICAL SOCIETY

Website: https://papakurahistoricalsociety.org.nz

Monthly Members' Meetings: 4th Thurs, 1pm – 3pm

Regular heritage Trips to places of interest

PAPAKURA MUSEUM

Open: Mon, Tues, Thurs, Friday, 10am—4.30pm,

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Ph.: (09) 298 2003 www.papakuramuseum.org.nz

Digest of Society News and Events.

Recent talks:

Thurs 27 August: AGM. Speaker Josie Laird—Miss Bumby's mission

Thurs 24 Sept: Brent Catchpole—Opaheke Park

Sat 19 Sept/ Museum talk: Brendan O'Carroll–Long Range Desert Group

Forthcoming PDHS meetings:

(Held in Library Meeting Room at 1 pm, followed by afternoon tea—anyone welcome. $2 towards afternoon tea)

Thurs 22 Oct: James Duncan—Auckland trams, Part 3

Thurs 26 Nov: Calem Todd on becoming an Intern at Papakura Museum

Recent Trips:

Thurs 17 Sept: Secret Museum tour at Auckland Museum

Forthcoming Trips:

Tues 20 Oct: Armanasco House, Blockhouse Bay.

Thurs 3 Dec: Christmas lunch, Red Earth

Christmas Festival and Christmas Parade:

Sunday 22 November, 11am - 2pm, Bruce Pulman Park, Takaanini.

Museum: Exhibitions

New Zealand's Forgotten War—Boer War, 1899-1902

Kiwi Scorpions – Long Range Desert Group. **For those who missed the talk, there will be another one in the New Year**

All shook up **– Elvis lives in the Papakura Museum. From the collection of Rob Turner. Opens 12 November.**

Object of the month

Wendy Deeming

Delivery Bicycles

Shop delivery bicycles became popular in the late 19th and early 20th centuries as a cheap, fast way for local merchants to send goods directly to customers' homes. Bikes meant a horse and cart were no longer necessary, and boys could be employed to do deliveries – their pay was lower than a van driver's wages.

Local stores hired young errand boys to ride heavily loaded bikes through nearby streets. Builders attached large metal baskets or boxes to the front or back of the frames. Butchers, bakers, grocers, and milkmen relied on these bikes for daily local rounds. Delivery bikes became a standard sight for heavy merchant loads.

The delivery or errand boy was once a familiar sight in towns and cities. Most of the customers would have been local, living in surrounding streets, and the better class of customer would have had goods on account.



Accession No. 12039

HERSTORY

Papakura and district has had many women who have contributed to the society and structure of the town, the district, or the nation. Their involvement ranges from politics, to sport, to education, to the arts and to the social fabric. We feature different women who have made life in Papakura more interesting, from its beginning to the present.

Martha Cole



Martha Cole (née Menary) was born on 12 January 1824 in County Armagh, Northern Ireland, the fifth of ten children, to John Menary and Sarah Mary Menary (née Martin).

Martha emigrated with her widowed father and nine siblings to New Zealand in circa 1840. She married George Cole in 1845 in the Wesleyan Chapel in Auckland before moving in 1846 to the remote and practically unexplored district that was known as Papakura Flat. A few years later, Martha's sister Jane and her husband moved south to join her, so Martha was able to enjoy the company of family. Together the two families became the first European settlers in Papakura. The two families shared a serviceable, if somewhat primitive, Maori-built nikau hut. Isolated from Auckland by a roadless and rugged countryside, the furthest outpost of European civilisation before reaching the silent Hunuas and the unexplored Waikato beyond which no one has ever penetrated, they expected little help from the young government or the few experienced colonisers, and they were hampered from the outset by a lack of resources.

From the outset Martha and her sister combined their efforts in promoting welfare work in the community and provided the people with a basic but invaluable medical service. That they overcame the suspicion of Pakeha medicine is indicated by the number of Maori who visited the Cole and Willis homes in search of what they regarded as quite miraculous cures.

Later Martha moved into a separate pit-sawn timber house not much better than the nikau whare, where she raised five of their 11 children in moderately good surroundings, but it still called for a great measure of human endurance. In time this house became a dual-purpose home and roadside inn to serve the local settlers and weary traveller. The fare was simple but ample and there was always a surplus to share with wayfarers.

Martha died on 31 May 1885 at the age of 61 years and is buried in the Papakura Cemetery.

Source: *Breakwater Against the Tide* by Elsdon Craig

A Japanese Floatplane Over Auckland During WWII:

A Forgotten Wartime Encounter

Alan Knowles

In the dark years of World War II, the Pacific Ocean became a vast and unpredictable battleground. From the jungles of New Guinea to the lonely atolls of the Central Pacific, the war touched even the most distant corners of the Southern Hemisphere.

New Zealand, though far from the front lines, was not immune. The threat of Japanese attack loomed large from 1942 onward, particularly after the fall of Singapore and the bombing of Darwin. While most New Zealanders remember the air-raid shelters, blackouts, and coastal defences, few know that a Japanese aircraft once flew directly over Auckland—on a secret reconnaissance mission.

That aircraft was a Yokosuka E14Y1 "Glen", a small, two-seat reconnaissance floatplane launched from a submarine—part of a daring and little-known series of operations conducted by the Imperial Japanese Navy.

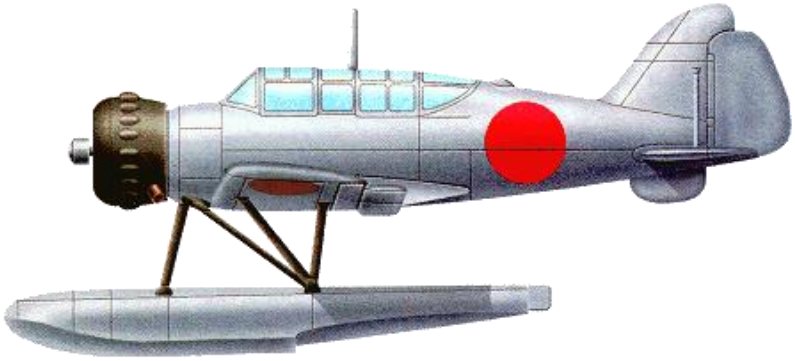


Yokosuka E14Y Glen floatplane being launched of the deck of a Japanese submarine 1-25.
https://en.wikipedia.org/wiki/Japanese_submarine_I-25

The E14Y1 "Glen": Japan's Eyes of the Pacific

The Yokosuka E14Y1, known by the Allied codename *Glen*, was an unremarkable aircraft to look at—light, slow, and vulnerable. Yet it was uniquely capable of something no other aircraft in the world routinely did during the war: it could be disassembled, stored in a watertight hangar aboard a submarine, and launched by catapult once the vessel surfaced.

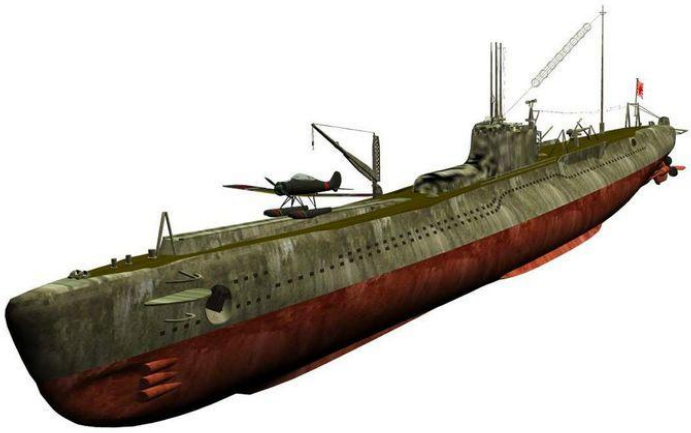
With a wingspan of 10.8 meters and powered by a 340-horsepower Hitachi radial engine, the *Glen* could reach about 150 knots (280 km/h) and fly over 800 kilometres—enough to scout coastlines or photograph harbours deep behind enemy lines.



Yokosuka E14Y Glen - submarine-based floatplane - https://www.aviastar.org/air/japan/yokosuka_e14y.php

The aircraft's simplicity and portability made it the ideal tool for long-range reconnaissance. The Japanese Navy equipped many of its large "I-class" submarines with one *Glen*, using it to gather intelligence on enemy bases, shipping lanes, and defensive positions.

Among these submarines was the I-25, commanded by Lieutenant Commander Meiji Tagami—a vessel that would become infamous for launching aircraft over Australia, the U.S. west coast, and New Zealand.



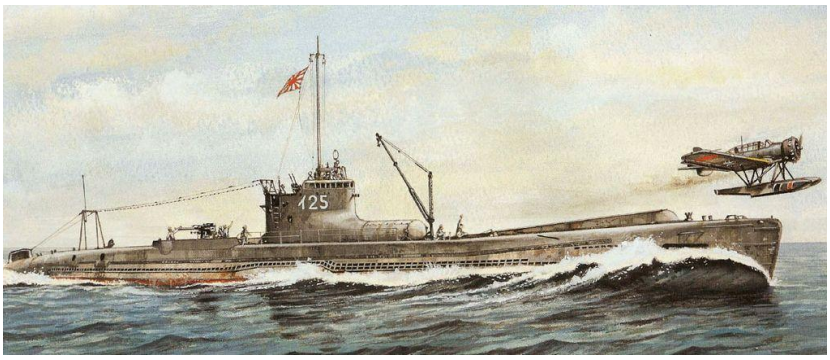
I-25 long-range Imperial Japanese submarine –

https://nz.pinterest.com/pin/i25-longrange-imperial-japanese-submarine--254734922657543858/

The I-25 and Its Pacific Patrols

The I-25 was one of the Type B1 submarines—long-range cruisers built for endurance and reconnaissance. She displaced 2,500 tons submerged and carried a crew of around 100 men.
Launched in 1940 and commissioned the following year, the I-25 operated under the Japanese Sixth Fleet, whose mission included intelligence-gathering and special operations far beyond the front lines.

After Japan's entry into the war in December 1941, I-25 took part in early reconnaissance around Pearl Harbor and the U.S. coast. She later became famous when she launched a *Glen* to bomb Oregon in September 1942—the only time an enemy aircraft bombed the continental United States. But before that, I-25 had already prowled the southern Pacific, specifically around New Zealand's coasts.



Japanese submarine 1-25 - https://www.combinedfleet.com/I-25.htm

The Mission to New Zealand

In early 1942, after the fall of Singapore and the expansion of Japanese control through the Pacific, the Imperial Japanese Navy began considering the South Pacific as an intelligence priority. The Allies were fortifying bases across Australia and New Zealand, and Tokyo wanted to know more about their capacity and shipping routes.

To that end, I-25 was dispatched on a reconnaissance mission along the Australasian coasts, with instructions to reconnoitre Sydney, Melbourne, Hobart, Wellington, and Auckland.

By mid-March 1942, I-25 had arrived in New Zealand waters. Her commander, Tagami, decided to risk a night-time launch of his *Glen* to fly over Auckland, then New Zealand's most populous and industrially important city.

The *Glen*'s pilot was Warrant Flying Officer Nobuo Fujita, with his observer, Petty Officer Okuda Shoji. Fujita would later become famous for his bombing raid on Oregon, but this earlier mission over Auckland was his first major reconnaissance flight south of the equator.



Nobuo Fujita - https://en.wikipedia.org/wiki/Nobuo_Fujita#/media/File:NobuoFujita-sittingdown.jpg

The Auckland Flight — March 1942

The night was dark and moonless when I-25 surfaced east of Great Barrier Island, just before dawn. The crew worked quickly and silently to assemble the *Glen*, attaching its twin floats and folding its wings into place. The catapult was readied. At first light, Fujita and Okuda climbed aboard and took off into the misty air above the Hauraki Gulf.

Flying low and fast, they passed over the outer islands—possibly the Mokohinau or Hen and Chicken groups—before approaching the entrance to the Waitematā Harbour. Below them lay the shimmering outline of Rangitoto and the dark sprawl of Auckland beyond.

The *Glen* flew directly over Auckland Harbour, circling the naval base at Devonport, where Japanese intelligence believed Allied ships were refuelling and rearming. Fujita and Okuda took photographs with their hand-held camera—images that, if ever recovered, have since been lost.

Eyewitness reports later surfaced: early morning fishermen in the Hauraki Gulf saw a "small seaplane with red markings," and some Aucklanders recalled hearing an unfamiliar engine overhead. But few believed it could be Japanese.

The aircraft continued south, reportedly flying as far as the Manukau Harbour, before turning east to head back toward the coast. After roughly 90 minutes in the air, Fujita returned to the submarine's rendezvous point near Great Barrier Island. The *Glen* landed neatly on the sea, was hoisted aboard, and the I-25 submerged—disappearing into the depths of the Pacific.

The Second Flight: Wellington

Encouraged by the success of the Auckland flight, I-25 continued south. Within days, the submarine had reached the waters off Cook Strait. Once again, at dawn, the crew launched the *Glen*—this time over Wellington, the capital city.

The aircraft flew over the harbour, photographing shipping, dockyards, and the wharf facilities at Miramar. As in Auckland, no Allied aircraft intercepted it. Anti-aircraft defences were on alert, but few in New Zealand truly believed a Japanese aircraft could appear overhead.

After the Wellington flight, I-25 turned north again, heading back toward the Pacific to refuel at Truk (Chuuk Lagoon), before resuming operations off Australia.

How Much Did New Zealand Know?

At the time, New Zealand's wartime censorship was strict. While coastal defences and radar installations were being rapidly expanded, the public was kept largely in the dark about enemy activity.

The government received intelligence reports suggesting that Japanese submarines had been sighted off both coasts, and by April 1942, intercepted radio traffic confirmed enemy presence. However, the reconnaissance flights themselves were not acknowledged publicly until decades later.

In fact, the first official confirmation came only in the post-war period, when Japanese Navy records captured by the Allies detailed I-25's patrols and the reconnaissance of Auckland and Wellington.

This secrecy reflected the nervous mood of the time. New Zealand was ill-prepared for direct attack, and public revelation of a Japanese aircraft over the country's largest city could have caused widespread panic.

Auckland's Defences in 1942

To understand the significance of the flight, one must recall Auckland's strategic importance and its defensive posture in 1942.

Auckland was the principal port of embarkation for New Zealand troops and a major naval base for the Royal New Zealand Navy. The Devonport Naval Base was home to several ships, including minesweepers, auxiliary vessels, and repair facilities. The nearby airfields at Whenuapai and Hobsonville supported reconnaissance patrols by RNZAF Hudsons and Catalinas.

Yet, early in 1942, the city's air defences were still developing. Radar coverage was patchy, night-fighter capability was minimal, and anti-aircraft guns were concentrated around key installations rather than spread across the region.

A lone, low-flying floatplane could easily have slipped past such defences—especially at dawn or dusk, when visual detection was hardest.

What the Japanese Learned

While no photographs from the Auckland mission are known to survive, post-war Japanese sources indicated that Fujita's reconnaissance provided valuable intelligence.

The crew observed:

- Several cargo and naval vessels at anchor in the Waitematā Harbour.
- Construction activity at the Devonport dockyard.
- Limited coastal defence positions compared to Australian ports.
- Few aircraft visible at Whenuapai, suggesting limited air response capacity.

Although this intelligence did not directly lead to any attack, it helped confirm to Japanese naval planners that New Zealand was not a major immediate threat. Their resources would remain focused on New Guinea, the Solomons, and the Central Pacific rather than the far south.

Eyewitness Accounts and Local Rumours

Over the years, scattered eyewitness stories emerged across the Hauraki Gulf region. A fisherman off Kawau Island reported seeing a "tiny seaplane" landing on calm water early one morning in March 1942. Another account from a farmer near Clevedon mentioned hearing "a plane that sounded wrong—too slow and quiet for a Hudson."

A Royal New Zealand Navy logbook from the minesweeper HMNZS Gale noted a "possible aircraft sighting east of Rangitoto" around that time, though it was dismissed as unconfirmed.

These reports were often dismissed during the war but gained new interest in the 1970s when historians cross-referenced them with Japanese naval records.

There were many children who reported seeing a Japanese aircraft flying overhead but were quickly dismissed by adults who knew better!

The Submarine Threat to New Zealand

The I-25's patrol was not the only Japanese submarine operation near New Zealand. Between 1942 and 1943, several submarines, including I-21 and I-26, patrolled the South Pacific, laying mines and attacking Allied shipping.

In June 1942, the Union Steamship Company's *Niagara* struck a mine laid by a Japanese submarine off Bream Head near Whangārei and sank. Although no lives were lost, the incident confirmed that Japanese forces had reached New Zealand's doorstep.

This realization prompted a rapid expansion of coastal defences, radar stations, and air patrols. Auckland's citizens were urged to participate in air raid drills and blackouts, though few realized how close an actual reconnaissance flight had already come.

Nobuo Fujita's Later Life and Legacy

The pilot of the Auckland flight, Nobuo Fujita, went on to a remarkable and redemptive post-war life. After surviving the war, he became best known for the 1942 "Lookout Air Raids" over Oregon, where he dropped small incendiary bombs from his *Glen* in an attempt to start forest fires. This can be considered the first air attack on United States soil.

Decades later, in the 1960s, Fujita was invited to the U.S. town of Brookings, Oregon, where he apologized for his wartime actions and became an honorary citizen. He even donated his family's 400-year-old samurai sword to the town as a gesture of peace.

Few in New Zealand realized that the same man had once flown quietly over Auckland—without bombs, but with the same intent: to observe, report, and prepare Japan's next moves in the Pacific.

The Aftermath: Silence and Rediscovery

For decades, the story of the Japanese floatplane over Auckland remained obscure, buried in classified archives and naval records. Only with the release of official histories and the work of historians like Peter Capes, Gerald Hensley, and Ian McGibbon in the late 20th century did the event become widely accepted.

Today, the I-25's mission is recognized as the only confirmed enemy aircraft flight over New Zealand during World War II. It serves as a reminder that even the most distant parts of the Pacific were not beyond the reach

of wartime operations.

The Fate of I-25

After its patrols in the South Pacific, I-25 returned to action in the northern Pacific. In 1943, while on patrol near the Solomon Islands, the submarine was sunk by the U.S. destroyer USS *Patterson*. Nearly all hands were lost, including crew members who had participated in the Auckland reconnaissance.

Remembering the Flight

Modern historians now see the Auckland flight as part of Japan's larger reconnaissance network rather than a prelude to invasion. By 1942, Japan had reached the peak of its Pacific expansion, and operations like I-25's reconnaissance missions were intended to consolidate knowledge of Allied strength and geography.

Still, the psychological impact of the idea—a foreign aircraft flying unchallenged over New Zealand's largest city—remains powerful. It illustrates both the vulnerability of isolated nations during global conflict and the global reach of modern warfare. At the time, the event went unnoticed. Today, it stands as a fascinating footnote in New Zealand's wartime history: a moment when the Pacific war brushed the edges of home.

Could the aircraft have flown over South Auckland or Papakura?

What we know from Japanese sources

The Japanese Navy's postwar patrol report for submarine I-25 (recovered by U.S. forces in 1945) describes the flight in broad terms. It says: "Aircraft launched off the coast east of New Zealand, made reconnaissance of Auckland harbour and surrounding area, observed shipping and installations, returned safely."

Unfortunately, the report does not include an exact flight path — no coordinates or detailed map. However, pilot Warrant Officer Nobuo Fujita, who wrote about the mission later, provided clues in interviews and memoirs.

According to Fujita:

- The flight departed near Great Barrier Island at dawn.
- He flew west toward the entrance to the Waitematā Harbour.
- He circled Auckland city and the naval base at Devonport.
- He then "flew south along the harbour to view additional industrial areas before turning east to return."

That last line — *flew south along the harbour* — is the key.

Geography and Flight Range

Let's map this out:

- Waitematā Harbour runs roughly east–west across the northern edge of Auckland.

- South of the central city are industrial suburbs such as Penrose, Onehunga, and the Manukau Harbour.
- Beyond that lie Papakura, Drury, and Clevedon — which were rural areas in 1942.

The *Glen* had a range of about 800 km, and Fujita's flight lasted roughly 90 minutes.
Given his limited fuel margin and the need to stay low and avoid detection, he would have avoided unnecessary distance.
So, his "southern loop" most likely followed the coastal and urban fringe of central and southern Auckland, but probably not as far south as Papakura.

Most Likely Flight Path (Based on Reconstructions)

Modern reconstructions by RNZN historians and aviation researchers (notably Peter Capes and Ian McGibbon) suggest the following route:

1. Take-off near Great Barrier Island before dawn.
2. Cross the outer Hauraki Gulf, entering over Rangitoto Channel.
3. Conduct reconnaissance over Devonport Naval Base and Auckland city.
4. Turn south along the isthmus, photographing dockyards, the railway yards, and industrial areas near Onehunga and Penrose.
5. Possibly view the Manukau Harbour and coastal defences.
6. Turn east over the Hunua foothills or Clevedon area (south of Howick) to head back to sea.
7. Land alongside I-25 east of Great Barrier Island.

That final leg— "over the Hunua foothills or Clevedon"—would place the aircraft near the northern edge of modern-day Papakura, but likely not directly over Papakura township itself.

Supporting Evidence and Local Accounts

There are no confirmed eyewitnesses from Papakura or Drury, but several coastal sightings fit the reconstructed path:

- A fisherman near Kawau Island reported a "small floatplane with red markings."
- Another sighting came from Clevedon–Whitford coast, where locals heard a "light aircraft flying from the east early one morning."

These are consistent with the *Glen's* return route toward the submarine east of Great Barrier.

Given that, it's very plausible the aircraft passed east or southeast of Papakura, possibly over Clevedon or the Hunua foothills, as it returned to the sea.

Summary of Probabilities

Area	Likelihood it was overflown	Evidence
Central Auckland / Devonport	Confirmed	Explicit in Fujita's and I-25's reports
Onehunga / Penrose	Likely	Mentioned as "southern industrial areas"
Manukau Harbour	Possible	Fits fuel range; mentioned in later RNZN notes
Clevedon / Hunua foothills	Possible–likely	Matches probable return course to sea
Papakura / Drury	Unlikely but not impossible	No direct evidence; within 10–15 km of probable flightline

In Modern Terms

If you plotted the route on a modern map, the aircraft's southernmost extent might have passed roughly along a line from Onehunga → Manurewa → Clevedon, skirting north or northeast of Papakura before turning out to sea.
So residents in 1942 Papakura likely didn't see or hear it — but they were right on the edge of its path.

In Summary

- The Japanese *Glen* reconnaissance plane flew over central Auckland in March 1942.
- It likely continued south over industrial and port areas and possibly observed the Manukau Harbour.
- Based on distance, terrain, and timing, the aircraft probably did not fly directly over Papakura, though its return leg passed nearby — over the Clevedon or Hunua foothills, just east of the district.

While the exact flight path of the Japanese reconnaissance aircraft over Auckland remains a subject of historical analysis, it's reasonable to infer that the aircraft passed near or over parts of South Auckland. However, there is no concrete evidence to suggest it flew directly over Papakura. The mission's primary objective was to gather intelligence on urban and industrial areas, which were more prevalent in the central and southern parts of Auckland at the time.

Conclusion

The story of the Japanese floatplane over Auckland is more than a curiosity; it's a glimpse into the broader, hidden dimensions of World War II. It reflects the ingenuity of Japan's submarine operations, the secrecy of wartime intelligence, and the quiet tension that defined the Pacific in 1942.

For New Zealand, it underscores a forgotten truth: that the war did come here—not with bombs or invasion fleets, but with a whisper of engines over the dawn-lit harbour, unseen and unchallenged.

The *Glen's* shadow over Auckland has long since faded, but the story endures as a testament to how close the distant war once came to the shores of Aotearoa.

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Papakura & District Historical Society

AGM and New Committee

The Annual General Meeting was held on Thursday 27 August, and very well-attended.

The **new Executive Committee** is as follows:

President: Aida Crombach

Treasurer: Christine Muir

Secretary: Margaret Gane

Members: Wendy Deeming, Lynn Smith (new), Rob Finlay

Erwin de Raad retired after many years of sterling service, although he is still on the Trips Committee.

Iain Wakefield and Wendy Gibson also stepped down after leading the Society in the successful 2025-26 year as President and Secretary. Thanks to Erwin, Iain and Wendy.

The annual subscription remains at $30 each. Subscriptions are due for renewal. See p 18.

The speaker was Josie Baird, on the subject of Miss Bumby's bees. A very interesting talk.

Afternoon tea followed, thanks to Wendy Deeming's team of volunteers.

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The Manurewa No 1 model at Papakura Museum

Alan Knowles

The aircraft model on display at Papakura Museum attracts plenty of questions. What is it? Who made it? And could it actually fly? A newspaper clipping in our collection offers some answers, taking us back to a local anniversary celebration in 1986 and the work of an experienced model maker.

The model represents Manurewa One, the Walsh brothers' 1911 biplane. Its connection with Takaanini makes it a particularly fitting object for our museum: it brings a chapter of local aviation history into view through a carefully researched miniature.



Trevor White holds his one-fifth-scale Manurewa One model. Photograph reproduced in the *Manukau Courier*, 13 March 1986; digitally restored.

A model made for an anniversary

On 13 March 1986, the *Manukau Courier* reported that a one-fifth-scale model of Manurewa One would be exhibited at the then Papakura District Museum on 16 and 18 March. The museum was marking the 75th anniversary of the Walsh brothers' first flight at Takaanini.

The replica had been built specifically for the jubilee by Trevor White of Manukau. The accompanying photograph shows White holding it above his head, giving a striking sense of its size. With a reported wingspan of three metres, this was a substantial construction, even at a fifth of the original aircraft's scale.

White brought considerable experience to the project. According to the report, he taught advanced engineering in an Auckland University workshop and had been interested in model aircraft for about 30 years.

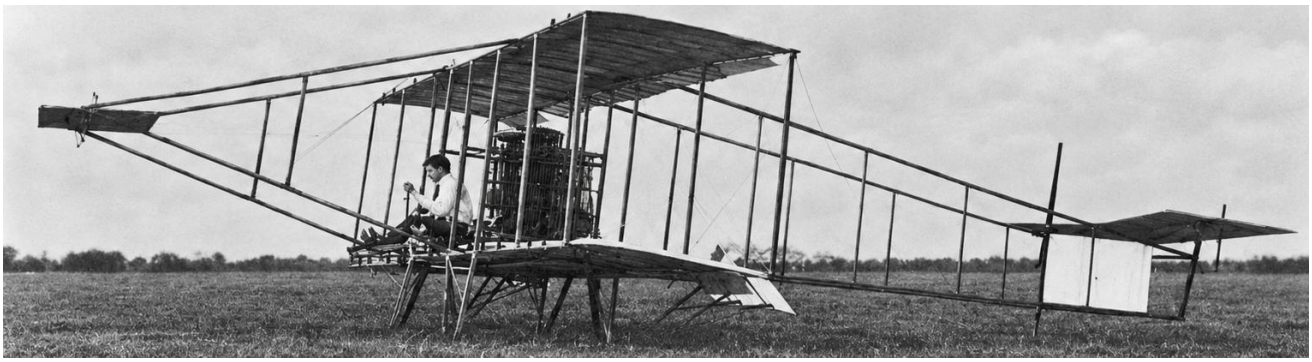
By 1986, he had constructed more than 100 models.

Two hundred hours of careful work

Building the Manurewa One replica took White about 200 hours, with assistance from his wife Mary, who was also a model-aircraft enthusiast. Their contribution deserves to be remembered alongside the aircraft the model represents.

Accuracy was central to the project. White worked from photocopies of photographs and plans of the original aircraft held in MOTAT's archives. These references helped him reproduce its appearance and arrangement in detail. The newspaper described the result as an exact replica.

Looking at the two photographs together makes the relationship between model and original especially clear. Both show the stacked wings and the framework of struts and bracing that give the aircraft its distinctive appearance. The model allows visitors to study that arrangement at a manageable scale and to appreciate the work involved in recreating it.



The original Manurewa One, identified in the clipping as the Walsh brothers' 1911 biplane. Photograph reproduced in the *Manukau Courier*, 13 March 1986; digitally restored.

Was it built to fly?

The answer, according to the 1986 report, is yes. The model was powered by a 22 cc McCulloch engine and was capable of radio-controlled flight. When the newspaper article appeared, however, it had not yet flown. White was waiting for suitable wind conditions before attempting a flight.

That distinction matters. The clipping documents a model intended to fly, but it does not establish whether a flight subsequently took place. Its headline, "Manurewa flies again", should therefore be read alongside the more cautious account in the article itself.

A story worth sharing

Today, the model continues to prompt conversations at Papakura Museum. Knowing about Trevor and Mary White's work adds another layer to what visitors see: this is a representation of a historic aircraft, and also the

product of patient research, practical skill and enthusiasm for aviation.

The 1986 clipping records a planned short exhibition visit. It does not explain when the model later became part of the museum's collection. What it does preserve is a valuable account of its maker and purpose, helping us answer the questions that have made it such an interesting object to share.



The model at the unveiling of the Walsh Brothers commemorative plaque on 5th February 1986.

***Papakura Museum Collection*.**

Source and image credits "Manurewa flies again", *Manukau Courier*, Thursday 13 March 1986, p. 6. Clipping held by Papakura Museum / Papakura and District Historical Society. Photographer not identified in the supplied clipping.

The Papakura Sentinel is a bimonthly magazine of the Papakura & District Historical Society. Your contributions of research or memories (by word or image) are welcome. Please send Word document directly to editor Rob Finlay by email: sentinel@papakuramuseum.org.nz. Any opinions expressed are those of the authors, not of the PDHS. All written material, unless otherwise stated, is the copyright of PDHS Inc.

Meetings are held on the fourth Thursday of each month in the Library Meeting Room opposite the Museum, the talk first at 1pm, then business and afternoon tea provided by PDHS members ($2 coin please). PDHS members arrange interesting speakers. Additionally, **Museum Talks** are held periodically on Saturday afternoons.

Trips are held monthly except in winter. Transport arrangements and cost are notified in advance. (Cost is $5 more for non-members, but anyone welcome on first-come, first paid basis.) Please register early and advise if unable to attend as numbers may be limited. To register, please **ring Dave (09) 2984507**.

Events are advertised here, in the *Staying in touch* newsletter, on the screen in the Museum foyer, and on the PDHS Website: www.papakurahistoricalsociety.org.nz

Visit Papakura Museum on

Website: www.papakuramuseum.org.nz

Blog: https://papakuramuseumblog.wordpress.com

PAPAKURA MUSEUM

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MEMBERSHIP 2026/2027

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I confirm my consent to become a **Member** of the **Papakura & District Historical Society Inc**.

..... Signature

Financial year 1 July to 30 June. Membership Fee (2026/2027): $30.00 per member (or $15 if you subscribe between 1 Jan and 30 June.) **ASB 12-3031-0166218-03** Internet payment appreciated - Particulars: PDHS, Code: Subs, Reference: your name. Please pay by direct banking or online or at our monthly meeting. Either email your completed form to pdhs@papakuramuseum.org.nz or give to any Committee Member at our monthly meeting.

Monthly meetings are held on the fourth Thursday of every month (from February to November) at 1pm in the Community Meeting Room (next to the Papakura Library).

You will receive our bi-monthly publication *The Papakura Sentinel*, the monthly PDHS newsletter *Staying in Touch* and other communications via email. Thank you for your support.

www.papakurahistoricalsociety.org.nz