



RECPILOT

Recreational Aircraft Association
of New Zealand (Inc)

June-July 2025



- Winter Flying
- Circuit Rejoins
- Social Media
- ADS-B Transponders
- Bantam B 10 History



Welcome to Issue 189 of RecPilot

The weather's looking clear and calm as I write this, but some of the country has experienced some terrible damage with more rain due to arrive.

Our thoughts are with those of you affected by recent flooding, it seems like Nelson and Marlborough are the worst-hit.

Stay safe and here's hoping for calmer weather.

Brian Greenwood
Editor

Cover – Pipistrel Sinus ZK-RDZ about to touch down at NZRT during April this year. The Sinus is the motor-glider version of the ever-popular Pipistrel
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Notes from the CEO

Scott James

Updates from the 149 World

There have been several key developments in the Part 149 space. First, I'm pleased to announce the appointment of **Grant Coldicott as our new Quality Audit Manager**. Thank you, Grant, for stepping into this important role.

In early June, we held our **Part 149 Re-entry meeting with CAA**. This was a valuable opportunity to walk through our new Exposition in detail (see more on this below). The meeting was positive, and we expect to receive our renewed 149 Certificate shortly.

April brought some disappointment, with the **cancellation of both our Annual Fly-in and the Omaka airshow**. A great deal of planning went into both events, and we share in the frustration of all involved. Let's look ahead with optimism—hopefully, 2026 will bring better luck.

On a broader note, **RAANZ continues to play an active role in the NZ Aviation Federation (NZAF)**, which represents 19 aviation organisations. This year, NZAF is partnering with the **House of Science**, an initiative aimed at promoting science learning in primary schools. NZAF will be funding the development of educational kits, and **RAANZ is proud to be sponsoring one of them**. This is a fantastic opportunity to help inspire the next generation of aviators.

Website Refresh

By the time you read this, our refreshed website should be live. Many of the familiar links will still take you to existing content or forms—for example, **myRAANZ** remains unchanged for now. Over the next year, we'll be progressively updating these pages to improve usability and ensure all information is current.

If you come across any issues or broken links, please let us know—we welcome your feedback.

RAANZ Needs You!

RAANZ runs on volunteer effort. It's a meaningful commitment—not only to support our members and operations but also to help grow the sport and preserve the privileges we all enjoy.

Now is a great time to get involved and help shape RAANZ's future. If you have time and skills to offer, we'd love to hear from you. In particular, we're looking for support in the following areas:

- **Learning Management System**
 - Monitoring the exam process
 - Assisting with Instructor certification processing
- **Marketing and Promotion**
 - Advertising and outreach
 - Supporting participation at airshows and aviation events

Your contribution doesn't need to be large to make a real difference. If you're keen to help, please get in touch.

Scott James

RAANZ CEO





New Exposition

New RAANZ Exposition – What You Need to Know

As mentioned in the CEO Report, RAANZ has a **new Exposition** that will take effect shortly. All members are encouraged to **read and familiarise themselves with the document**.

If you are an **Instructor**, it is especially important that you spend quality time reviewing the changes, as this update represents a **significant overhaul** of the previous version.

Key changes include:

- The **Administrative and Field Operations sections have been merged**, and duplicated content has been removed. The language has also been simplified for clarity and ease of use.

What This Means for Members:

- **Certificate Changes:**
The *Intermediate Certificate* has been removed. If you currently hold this certificate, you will revert to **Novice**. This affects only a small number of members.
The *Advanced Local* and *Advanced National* Certificates have been renamed:
 - **Restricted Microlight Pilot Certificate** (formerly Advanced Local)
 - **Microlight Pilot Certificate** (formerly Advanced National)
- **Accident and Incident Reporting:**
All accidents and incidents involving RAANZ members **must be reported to RAANZ**, preferably using the online reporting system.
- **Novice Certificate Holders:**
A **dual check is required every 5 flight hours or every 30 days**, whichever comes first.
- **Cross-Country Training:**
Requirements have been **clarified**, so please review this section carefully.

- **Medical Certificates:**
All medicals are now required to be **sent to RAANZ** for inclusion in our database and records.
- **BFR/AFR Requirements:**
A valid **Biennial Flight Review / Annual Flight Review** is required **for each aircraft group** you fly.
- **New AFR/BFR Requirement:**
A **written questionnaire** is now part of the AFR/BFR process.

This new Exposition is designed to provide greater clarity and consistency across our operations. Please take the time to read it carefully—it's an essential document for staying current and compliant within the RAANZ framework.



Notes from the VP

Simon Paterson

A warm welcome to what has been a brisk start to winter! I want to touch on two main things in today's write up mainly focussing on winter flying, and gratitude and the need for respect for our hobby.

With winter having made an arrival with a very cold southeasterly with warm advection snow affection much of the east and some interior of the South Island recently, its a reminder to us all to consider some of the considerations around flying at this time of the year. Two main things, daylight hours, and the weather.

The daylight hours are a very predictable consideration; we have the luxury of referring to the daylight tables within our Vol 4 when flight planning. Don't mess with ECT, always add in a healthy margin, especially in overcast conditions as this can make a perfectly legal arrival seem like its pushing the envelope, not to mention you are committed to your destination airport with no legal alternate if you don't land with a healthy margin of time up your sleeve.

Less predictable and constantly changing is our weather. With the sun having a lower aspect and heat being lost to solar radiation, we have more cloud in winter. Winter flying is some of the best on a good day but please be mindful of the traps. Understand and monitor the relationship between dew point and temperature at your destination (and your alternates) while flight planning and while flying. New pilots today may have no idea how lucky we are now with the resources we have available for building a mental picture of how the conditions are, and how they will be.

Please make use of Preflight (become familiar with TAF, METAR, GRAFOR, AAW, SIGWX and their update/issue times), webcams, Windy.com, and to keep it old school - the trusty phone call to a trusted friend or aero club at your destination, this human observation level report is (from a trusted source!) a great tool for building the full weather picture. If calling someone with less of an understanding for a report, get them to check the horizons too, not just look out the living room window. My lovely mother has given me a cloud report as "high and not too many I think" only to arrive to BKN tending SCT at 1000ft. I still call her for weather, it's with-a-grain-of-salt picture building. Aero club personnel are always more than happy to help a fellow aviator if you are not familiar with certain conditions at a certain destination on any day, let's keep it that way.

If you are not in a hangar, be vigilant about ice on wings, tailplane and control surfaces. It's no secret that only a small amount of ice on your wing can significantly disrupt the laminar flow of air needed over your wing to produce lift. There is no shortage of entertaining Youtube content on close-calls and accidents relating to ice on wings.

For those of us with carburetted engines, while carb ice can be a factor in the summer (yes there is moisture in the air in summer too, which can manifest itself as ice in your carburettor), it is a big consideration in the winter with visible moisture more apparent.

I was climbing out of a farm strip with another pilot back in September over the beautiful rolling green Waikato countryside, and he exclaimed "this should be illegal!", a sentiment which I have heard repeated and which we all assume and agree means that this stuff is fun. He was right. The last word in this one-liner reminds me of how lucky we are to be able to do this. We fly over private property, we make noise, we operate from council-maintained turf, we use more fuel than your average car, and the list goes on. Let's be grateful for the privilege we have, and not less, understand microlight law and adhere to it.

The updated RAANZ Exposition will be available to everybody in the coming weeks so I would encourage everybody to familiarise themselves with this. Let's keep average Joe public on our side, so we can continue this for years to come. I'm happy to see that the vast majority of pilots I have met have a healthy dose of respect for what we do and compliance with the rules.

The RAANZ Exec have had a busy couple of years and have met and overcome some challenges and continue to do so. I want to take this opportunity to thank my colleagues on the committee. We all have a common goal of ensuring and maintaining for our membership - safety, compliance, enjoyment, affordability and continued learning.

I'm looking forward to some flying this winter and rubbing shoulders with many of you around the country.

Safe and enjoyable flying

Simon Paterson
RAANZ Vice President

Winter Flying and Circuit Rejoins – A Safety Reminder

We hope you've been able to take advantage of the occasional calm conditions that winter weather gaps can bring.

While we'd much prefer to share only good news, aviation is unforgiving when good practices are relaxed. It's vital we pay attention to incidents—especially those that don't end in harm—so we can learn and improve.

Circuit Rejoining – Two Concerning Events

We're currently investigating an incident involving two aircraft that came into very close proximity—one already established on the downwind leg, the other joining via an overhead rejoin.

The CAA is also looking into a very similar occurrence where two aircraft became dangerously close during circuit joining.

What Went Wrong?

According to **CAA rules**, the joining aircraft must:

- **Sight and sequence** into the circuit in an orderly manner, either ahead of or behind established traffic.

✗ **1st Line of Defence: Failed**

Additionally, the pilot with right of way must:

- **Maintain a proper visual lookout** and take any action necessary to avoid a collision.

✗ **2nd Line of Defence: Failed**

In the **first case**, neither pilot saw the other until the joining aircraft flashed by—low and ahead.

In the **second**, it appears neither aircraft saw the other until after the close pass had occurred.

In both incidents, the **final line of defence—sheer luck—was all that prevented a collision**. While we're grateful for the outcome, this is not a win. It's a **clear failure of procedure and situational awareness**.

Learning from the "Why"

It's often straightforward to determine **what** happened. But understanding **why** it happened is more complex and likely influenced by multiple factors.

Here are some critical reminders for building and maintaining situational awareness in the circuit:

- **Build a mental picture early.** Gather as much information as possible before entering the circuit. Stay alert to both the current traffic situation and likely developments. *Watch. Listen. Think ahead.*
- **Limit RT queries.** Asking too many questions can lead to unclear or conflicting replies—or no reply at all.
- **Don't fixate on cockpit screens.** Your primary display is the view outside. Stay eyes-out.
- **Continuously update your mental picture** as new information comes in.
- **Use concise, accurate, and standard RT.** Avoid unnecessary verbosity.
- **Make additional calls if needed** to clarify your intentions or position for other traffic.
- **Confirm traffic and your intended gap before** turning toward downwind. If you're already turning, it's **too late** to safely establish spacing.
- **If in doubt while still on the non-traffic side—leave the circuit** and reposition. Safety always comes first.

Let's all remain focused on best practices, especially during rejoining and circuit integration. These are critical moments in flight where the margin for error is slim.



YouTube & Facebook: Risk, Respect, and Responsibility in Aviation

There's no shortage of aviation content on social platforms these days. Some of it is entertaining, even educational. But a worrying amount showcases aircraft performing manoeuvres that are clearly risky—and sometimes reckless.

A Reality Check on Risk

Every decision and action we take in aviation must consider **two key factors**:

1. The **rules** that apply
2. The **risks** involved

Aviation is full of risks—some as old as flying itself, others introduced by modern pressures and distractions. Once a risk is recognised, we often develop countermeasures to reduce its likelihood or impact. But let's be clear:

A mitigated risk is not an eliminated risk.

Repeatedly performing a risky manoeuvre without incident can create a **false sense of safety**. The danger hasn't disappeared—only your perception of it has.

The Influence of Social Media

It's likely that, at some point, a pilot has attempted to imitate a flashy online video—perhaps with less-than-ideal results. These outcomes don't just affect the individuals involved—they can **reflect poorly on the entire aviation community**.

We all share in the privilege of flying. Let's not jeopardise it with careless actions or public posts that suggest poor judgement.

A Few Things to Keep in Mind

- 🚫 **We are not at war.** There is no place in recreational aviation for a “press on regardless” mindset.
- ⚠️ **Task fixation kills.** If the situation changes, so must the plan.
- 💡 **You don't need to show off to earn respect.** Pushing limits for likes won't impress the people who matter.
- 🤝 **Respect the privileges we have.** Don't risk them for yourself—or for others.
- 🧠 **Pause before you post.** Ask yourself: could this be misinterpreted? Could it encourage unsafe behaviour?
- 🛑 **Better yet—pause before you act.** If it feels dodgy, it probably is.





CAA Links

Grant Coldicott

CAA publishes NZ aircraft accident briefs on its website. These reports provide basic details of accidents and incidents across the country. Recently, RAANZ has been approved to manage our own accident and incident reporting system where we are able to manage the data collection, analysis and reporting. Some reports will be referred to CAA. You'll find the link on our website and RAANZ requires you to report all occurrences, in the interest of flight safety.

[Aircraft Accident briefs](#)

Additionally, safety investigation reports are also published by CAA. These provide a greater level of detail relating to aircraft incidents.

[Lessons learnt from accidents](#)

CAA also produces fatal accident reports. These reports are often published many months after the actual accident but there are many factors that cause the reporting to take so long.

[Lessons learnt from fatal accidents](#)

These reports provide a window of opportunity to learn valuable flight safety lessons. Although sometimes distressing, the ability to think about the results of making particular decisions, with the benefit of hindsight, is a valuable experience. We should all review these reports and think about our own personal decision making.



Winter Sun

Grant Coldicott

A beautiful, clear, sunny day is always welcome over winter. Like flying, it gets into your bones and fixes most things that need fixing! Early in the morning or late in the day however, the low angle of the Sun can make take-offs and landings a bit challenging, especially when the most favourable vector is pointing East or West.

Often, if it's the best choice, pilots mitigate the risk to visibility by a range of measures but in the case of an

emergency, that low Sun might just tip the balance. We all know what it's like driving in the same circumstances and it's not pleasant. In any phase of flight, it makes a good lookout for other aircraft especially important. Take a minute, on your next flight, to factor in the Sun and its impact on your winter ops!

Admin Report

Stuart Parker

Annual Inspection forms (FPVs)

A reminder that these forms need to be signed off by both the IA and the aircraft owner.

The IA inspects and signs off the aircraft based on the information and history provided by the owner, and a detailed inspection of the aircraft.

The owner provided information includes the relevant logbooks; maintenance schedule, airworthiness directives, service bulletins and history; any additions or modifications; any accident damage and repair.

The owner signs to say that they have provided all such relevant information and accepts responsibility for the continued airworthiness of the aircraft.

The purpose is two-fold - to ensure the IA has the information needed to make an informed decision on

airworthiness; and to protect them should there be an undisclosed issue resulting in accident, injury or death.

The FPV form is not valid unless both signatures are present.

The airworthiness buck stops with the owner, not the IA.

Membership Changes

| Name | Club | Certificate |
|--------------------------------|---------------------------------------|--------------------------|
| Leon Jordaan | Associate | Advanced National |
| Don Cameron | Gore Aero Club | Senior Flight Instructor |
| Stephen Dittmer | Wairarapa Aero Club | Novice |
| Paul Kuchenbecker | Gyrates Flying Club | Advanced National |
| Michael William Oding | Associate | Advanced National |
| Stephen Rothera | West Coast Microlight Club | Advanced Local |
| Mark William Walshe | Wairarapa Aero Club | Novice |
| Lee Bennett | Wairarapa Aero Club | Senior Flight Instructor |
| Peter John Kirby | Matamata Aero Club | Advanced National |
| Erwin Edsel Weber | Parakai Aviation Club | Advanced Local |
| Richard James Cook | Gore Aero Club | Intermediate |
| Christopher Warner Cooper | Associate | Senior Flight Instructor |
| Jonathan Mauchline | Wanganui Aero club | Senior Flight Instructor |
| Christopher Rea | West Coast Microlight Club | Advanced National |
| Peter Gliddon | Associate | Advanced National |
| Brett Belworthy | Associate | Advanced Local |
| Frank Babbott | Fiordland Aero Club | Advanced National |
| Peter Chadwick | Canterbury Recreational Aircraft Club | Senior Flight Instructor |
| Harry Prendergast | Fiordland Aero Club | Advanced Local |
| Mark Robert Johnston | Gore Aero Club | Advanced Local |
| Timothy Hood | Whangarei Flying Club | Flight Instructor |
| Cherie Sutherland | Associate | Novice |
| Mark Fleming | Matamata Aero Club | Novice |
| Christianne Fredrique Eberhard | Stratford Sport Fliers Club | Advanced National |
| Ian Donald Simpson | Associate | Advanced Local |
| Kylah Rose Beattie | Matamata Aero Club | Novice |
| Keith Robert Froude | Fiordland Aero Club | Advanced National |
| Miftar Tairi | Parakai Aviation Club | Novice |
| Peter Kraak | Canterbury Recreational Aircraft Club | Novice |
| Ciaran Trey Metcalf | Associate | Novice |
| Heather Kerr | Associate | Novice |
| Craig Harrington | Associate | Novice |



| Name | Club | Certificate |
|------------------------------|---------------------------------------|--------------------------|
| Warren Ryland | West Coast Microlight Club | Novice |
| Craig Stewart Clapham | Associate | Senior Flight Instructor |
| Lisa Kearney | Matamata Aero Club | Novice |
| David Alexander Stewart | Canterbury Recreational Aircraft Club | Novice |
| Phillip William Thomson | Associate | Novice |
| Christopher Saunders | Associate | Novice |
| Peter Maghzal | Associate | Advanced National |
| Bruce George | Associate | Novice |
| Mark Bruce Watson | Associate | Novice |
| Regan Warrick Kemp | Associate | Novice |
| Liam Reginald Henry Garlick | Associate | Novice |
| Veronica Louise Langford | Associate | Novice |
| Rebekah Burnett | Rodney Aeroclub | Novice |
| Anjenette Melania Heffernan | Kaitaia Aero Club | Novice |
| Russell Brent Ladbrook | Fiordland Aero Club | Advanced Local |
| David Simon LeSueur | Associate | Novice |
| Philip Ross Dittmer | West Coast Microlight Club | Novice |
| Connor Reginald OLoughlin | Canterbury Recreational Aircraft Club | Flight Instructor |
| Sithambram Valliappan Ramesh | Associate | Novice |
| Craig Hunter | Associate | Advanced National |
| Luke Henry Ruddenklau | Canterbury Recreational Aircraft Club | Novice |
| Austin Breck MacDonald | Associate | Novice |
| Eva Lukes | Canterbury Recreational Aircraft Club | Novice |
| Jordan Boyd White | Associate | Novice |
| Tyler James Robert Boocock | Bay of Islands Aero Club | Novice |
| Fredrick Moore Scott | Associate | Novice |
| Steven John Stronach | Associate | Novice |
| Priyanka Sharan | Associate | Novice |
| Kohen Robert Jaunay | Whangarei Flying Club | Novice |
| Kim Winters | Mercury Bay Aero Club | Novice |
| Kenneth Thomas Nightingale | Associate | Novice |
| Ali Issa Shand | Hawkes Bay and East Coast Aero Club | Flight Instructor |



| Name | Club | Certificate |
|-------------------------|---------------------------------------|--------------------------|
| David George Whitehead | Associate | Novice |
| Daniel Joseph Greene | Associate | Novice |
| Stephen Raymond Bow | Dargaville Aero Club | Novice |
| Andrew Goodall | Associate | not issued |
| Maree Key | Geraldine Flying Group | Senior Flight Instructor |
| Heinrich Oberholzer | Canterbury Recreational Aircraft Club | Novice |
| Samuel Miles Johnston | Associate | Novice |
| Allen John Murgatroyd | Associate | Novice |
| Donald Bruce Budge | Associate | Novice |
| Malcolm Rav Simpson | Bay of Islands Aero Club | Novice |
| Holly Grace Edmeades | Whangarei Flying Club | Novice |
| Tori Lillian Norman | Associate | Novice |
| William Murray McCarthy | Associate | Novice |
| Martin Stephen Barrie | Associate | Novice |
| Casey Riedinger | Associate | Novice |
| Julian MacDonald Elder | Waikato Microlight Club | Novice |
| Manihera Subritzky | Kaitaia Aero Club | Novice |
| Joel Robert Kearney | Matamata Aero Club | Novice |
| Ella Hope Gare | Geraldine Flying Group | Novice |
| William Anthony OConnor | Waimate Aero Club | Advanced National |
| Samuel James Innes | Geraldine Flying Group | Advanced National |



ADS-B Transponders in NZ CAA Part 103 Aircraft (Microlights)

Peter Kempthorne

ADS-B transponders installed in Part 103 microlight aircraft are subject to a **biannual inspection** requirement, as outlined in **Rule 103.217(c)(3)(i)**.

Because air traffic control relies on your ADS-B data for traffic separation and aircraft control, your system must be **calibrated and signed off by a certified avionics engineer every 24 months**. The most common component to fall out of calibration is the **altitude encoder**, which determines your altitude using **barometric pressure** (like an altimeter). Other data transmitted—such as your GPS-based position (latitude/longitude) and speed—are also part of the ADS-B broadcast. Your avionics engineer can provide more insight into the data transmitted by your transponder.

Controlled Airspace Considerations

You **may be permitted to enter controlled airspace** if you've contacted the control tower in advance and informed them that your ADS-B system is due for maintenance. In such cases, ATC may grant access with increased separation or may **deny entry entirely**. However, **you will generally not be allowed to take off from a controlled airport** if your ADS-B system is unserviceable or overdue for inspection.

If You're Beyond the 24-Month Inspection Window:

- **Label the transponder "INOPERABLE"** clearly on your instrument panel.
- Make an entry in your aircraft's **Tech Log** noting:
 - "No flights into controlled airspace"
 - "24-month transponder inspection due"
- You may apply a **10% extension under Rule 91.611**, but this must be properly documented and used only for planning purposes.

General Recommendations

- Keep your ADS-B transponder turned **on** during flight, even if it's overdue for calibration.
- **Do not enter controlled airspace** until the inspection has been completed and a **logbook entry** is made in the airframe log by an authorised avionics engineer.
- IA inspectors conducting your **Flight Permit Validation (FPV)** will check:
 - That the **inoperable label** is displayed, if applicable.
 - That appropriate entries are made in your **logbooks**.

Safe Flights,
Peter Kempthorne
Technical Officer, RAANZ

Mandeville Airfield



Home of: The Croydon Aviation Heritage Museum, The Croydon Aircraft Company,
The Waimea Plains Railway, Miss Cocoa Cafe and Restaurant.

A New and Unique Opportunity has just arisen to purchase One of New Zealand's Oldest Airfields.

OLD MANDEVILLE AIRFIELD IS FOR SALE

A Very Special Aviator and Steam Enthusiast's Paradise.

The airfield itself is offered along with the option to buy two of the eight airpark residential sections with life deeded access to the runway. Interested? Read on please.....

Located on what is claimed to be the oldest operational airfield in New Zealand, Mandeville celebrated its centenary back in 2021. Approximately 52 acres of billiard smooth manicured airfield offering 1000m of wide unobstructed grass is now up for grabs! THE dream location for any aviation and/or steam enthusiast.

This property is so much more than just another airstrip. This airfield benefits from a new build, top of the range custom 20 x 18m Coloursteel hangar sporting three electric doors. The 18m one piece up and over main door is glazed in smoked bronze offering a fabulous panoramic view of the airfield and skyline from inside, even with the door closed. Maybe it's a luxury hanger, a workshop or of even the basis of a stylish airpark style home, the potential is there. Of course, being the airfield owner's hangar, it occupies THE forward, prime central position on the airfield. Maybe leasing it out as a business might suit your needs better for that no hassle extra income? The options are currently wide open.

This airfield literally has it all and the sale is such a rare event that it really deserves your close attention. For the history buffs, the full story of Mandeville is readily available online. So why not check out YouTube while you're at it for that truly immersive Mandeville experience.

Mandeville! Live life at its very best, don't just settle for the rest. It's truly the opportunity of a lifetime.

Contact Mike Crymble Tel: 0226178778 Email: michaelcrymble@hotmail.com



The Development of the Bantam B 10

Keith Morris

The Bantam B 10 was significant aircraft for the New Zealand aviation industry as it was the forerunner of more than 350 Bantams that have been manufactured at Te Kowhai by Max Clear's company Micro Aviation (NZ) Ltd.

Max Clear was a stalwart of the New Zealand microlight scene and under the auspices of the Amateur Aircraft Constructors Association built a VW powered Turbulent (ZK-CWI) in the 1960s and then a single seat Pitts Special (ZK-EES) in the 1970s. He also developed Te Kowhai airfield in 1967 which I think was on the Clear's family farm.

In the early 1980's when microlights were just (literally) getting off the ground Max Clear travelled to the United States looking for a microlight aircraft to purchase, but he could not find anything that suited. He returned home and formed a group of ten like-minded Kiwi's to build a completely new aircraft which turned out to be the single seat Bantam B 10, which first flew in late 1983. The original plan was to build 10 aircraft - one for each of the group. The aircraft turned out to be so successful that a total of 15 were made and thus Micro Aviation was born. They were all registered over a short period of frantic microlight activity in just over one year. 5 of the 15

Bantam B 10's are still currently registered on the New Zealand Civil Register in July 2025.

The Bantam B 10 was made from commercially available materials and was powered by a Rotax 503 engine. Its wing was fabric covered and doped as in homebuilt aircraft.

Heading photo, the prototype Bantam B 10, ZK-FGI (c/n 0001) was first registered to D and JA Smith of Te Kowhai on 7/9/83. It is still current with Stan Hyde of Feilding. I do not have a record of who took this splendid photo of ZK-FGI in flight.



Left, ZK-JLD (c/n 0003) is now with Ron Day at Waipukurau (Ron Day photo)

The list of Bantam B 10's is as follows (I assume that the first 10 owners were the original group of 10 builders):

- c/n 0001 - ZK-FGI - registered 7/9/83 to D & JA Smith of Te Kowhai.
- c/n 0002 - ZK-ZII - registered 27/3/84 to R J Evans-McLeod of Frankton.
- c/n 0003 - ZK-JLD - registered 26/3/84 to J & L Dick of Hamilton.
- c/n 0004 - ZK-NJB - registered 26/3/84 to NW & JA Bailey of Hamilton.
- c/n 0005 - ZK-FIF - registered 26/3/84 to AM Harrison of Hamilton.
- c/n 0006 - ZK-MWV - registered 26/3/84 to MW Vickers of Frankton.
- c/n 0007 - ZK-RDB - registered 5/7/84 to MR Clear of Te Kowhai.
- c/n 0008 - ZK-KEV - registered 5/7/84 to KA Ryan of Hamilton.
- c/n 0009 - ZK-ZAK - registered 5/7/84 to GC Southgate of Hamilton.
- c/n 0010 - ZK-LII - registered 5/7/84 to MR Smith of Hamilton.
- c/n 0011 - ZK-KGG - registered 6/11/84 to JS Smith and MR Clear of Te Kowhai.
- c/n 0012 - ZK-JEP - registered 6/11/84 to JS Smith and MR Clear of Te Kowhai.
- c/n 0013 - ZK-TIL - registered 29/11/84 to EH Webber of Hamilton.
- c/n MAANZ 293 - ZK-FKE - registered 26/10/84 to C Williams of Hora Hora.
- c/n MAANZ 294 - ZK-ROW - registered 26/10/84 to RO Williams of Hora Hora.

The Bantam B 10 was followed by the single seat B 20 and then the two seat B 22 which we will cover in future issues of the RAANZ magazine.

ZK-LII (c/n 0010) is now owned by Chris Pennell at Rangiora.



(Almost) Random Aircraft Photo



*Bantam B10 ZK-LII on short finals to NZRT at the CRAC Open Day on April 12th.
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