



# RECPILOT

Recreational Aircraft Association  
of New Zealand (Inc)



DECEMBER 2025

- Aircraft Ownership Tool
- Modification Checklist
- The Phantom Microlight
- NZ Microlight Heritage Museum





## SEASON'S GREETINGS!



It can't be the end of another year, yet surely?!

With news of the USAF F-22 demo team likely attending next April's Warbirds Over Wanaka, I revisited my F-16 photos. The cover shot is the closest thing to a Christmas tree I could find!

Wishing you all a Merry Christmas, Happy Holiday Season, and a Summer of safe flying.

Brian Greenwood

Editor

**Cover** – The USAF's Pacific Air Forces F-16 Demonstration team was disbanded recently to make way for the F-35. Here they are at Warbirds Over Wanaka 2024.

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### Ed: Links in this issue

We're having a problem with some PDF viewers disabling the links in this issue. Opening the PDF file in Microsoft Edge works, everything else seems to fail! Here are the full links to copy and paste into a browser:

#### Modification Checklist:

<https://raanz.org.nz/wp/wp-content/uploads/2025/12/Modification-Checklist.pdf>

#### Aircraft Ownership Tool

[https://www.raanz.org.nz/AC Ownership Material/AC owning v6.0/index.html](https://www.raanz.org.nz/AC%20Ownership%20Material/AC%20owning%20v6.0/index.html)

#### CAA Work Together, Stay Apart

<https://www.aviation.govt.nz/safety/work-together-stay-apart/resources/>



## CEO Report

### Scott James

We have now conducted a number of workshops around the country, and I am grateful that so many of our members attended. We had good feedback and the opportunity to meet many of our members was fantastic. Rodger Ward has included a summary of his material in his article. Thank you to all of the members who made it to the workshops.

A number of topics were raised by our members over the course of the workshops. If there are issues that you think we should address, I encourage you to put pen to paper (so to speak) and email us. The more information you can provide on an issue, why you think it should be addressed, supporting evidence etc., the easier it will be for us to consider. We look to update the Exposition on an annual basis, and all input is welcome. There is no guarantee that we can make the specific changes you would like, but we are happy to discuss!

#### Incidents

We received a letter from the CAA recently regarding a number of incidents in the circuit. While none of the events included microlights, it is a reminder to all of us to be careful out there. I have included a copy of the letter below. The circuit, especially at uncontrolled airfields, continues to be an issue.

#### Modifications

We are currently experiencing large delays from the CAA in the processing of flight permits. While our Technical Officer, Peter, is turning around modification approvals in a timely manner, if a new flight permit is required (e.g. a change in propeller), CAA is now taking nearly 2 months to process these. We have been informed that they are trying to resolve the underlying issue, and hopefully we will see some improvement in the new year. Just something to take into account if you are looking to make a change to your aircraft. And on that note – if you are planning on making a

modification to your aircraft, check the Modification Approval checklist. This will help you in deciding whether you actually need an approval, and if so, what information you need to send to Peter. [Modification Checklist](#)

#### Aircraft Ownership

While on the topic of new items on our web page, our team have recently created a tool to assist aircraft owners with navigating their responsibilities. This was demonstrated at the roadshows and received great feedback. If you own, or are thinking of purchasing an aircraft, check out the tool at [Aircraft Ownership Tool](#). It does take a minute or two to load – so be patient!

Here in Canterbury, we are finally seeing some good flying weather. I hope to get out a bit over the next few weeks, and I encourage everyone to fly safe and have a great Christmas and New Year.

Scott James  
CEO@Raanz.org.nz

## Letter from the CAA

Dear aviation safety professionals,

#### Air Proximity and Runway Safety Incident Reports – November 2025:

In my recent conversations between CAA and the sector, we have emphasised our shared collective interest in aviation safety under the new Civil Aviation Act and CAA strategy. In response, many of you have asked that CAA be more proactive in sharing the aggregated system risk that we have unique visibility of.

With that in mind, I am sharing some information with you today. This information is at a high level and has not necessarily been fully analysed. My sharing of this information does not foreshadow or limit any other actions. However, we are concerned that it represents risk pre-cursor information, and as such, I wish to make sure you are aware of these incidents.



I am not providing you with specific instructions on how to use this information. However, I anticipate that it is useful for your safety messages, daily standups, and regular reminders of risk awareness, particularly during this busy season and for students who are taking advantage of the summer weather to increase their flying. If you are looking for some training tools, just a reminder that our resources developed during the 'Work together, stay apart' campaign are available [at this link](#).

### Overview

The CAA received five serious occurrence reports in November 2025 that we are sharing as part of this message:

- Four airspace incidents (air proximity or near miss events) at unattended aerodromes.
- One aerodrome incident (runway incursion) at an international airport.

All five events involved small private, training or aero club aircraft interacting with each other or a scheduled passenger-carrying aircraft. These occurrences indicate an upward trend and are leading indicators for a mid-air collision (MAC) or Runway Safety Event (Incursion/Excursion).

### Purpose

The CAA is sharing these insights and trends to raise awareness in a system where we have shared responsibility, and to reinforce the importance of proper airspace behaviour, adherence to procedures, and good airmanship. Please note this information is not being shared to attribute blame; rather, it is intended to emphasise the fact that a safe aviation system relies on the collective responsibility of all participants operating effectively together.

### Key Themes and Insights

- Highest airborne conflict risk is at and in the vicinity of uncontrolled and unattended aerodromes.
- The aerodromes in the four air proximity reports are high-risk environments due to:
  - o Supporting mixed operations: VFR and IFR flights, training, and passenger transport.
  - o High traffic volumes: Ardmore and Whanganui are two of NZ's busiest unattended aerodromes with large training footprints.
  - o Located at controlled/uncontrolled airspace boundaries (e.g., Omaka near Blenheim/Woodbourne).
- Probable contributing factors:
  - o Commercial pressures.
  - o Training resourcing and proficiency.

- o Communication and cooperation among airspace users.
- o Circuit discipline and standard joining procedures.
- o Failing to establish and maintain situational awareness, particularly during periods of high workload (crew resource management)

### Occurrences

1. Timaru (NZTU) – 07 Nov
  - Scheduled air transport vs Cessna 172 (PPL flight test).
  - Loss of vertical separation: ~500 ft.
  - Issue: Radio calls possibly not adequate to ensure separation of aircraft joining the circuit.
2. Ardmore (NZAR) – 08 Nov
  - Beech 76 (IFR departure) vs Cessna 172.
  - Near miss: Overtake at the same altitude; avoiding action required.
3. Hamilton (NZHN) – 08 Nov
  - Scheduled jet air transport vs training aircraft Cessna 172
  - Runway incursion: Training aircraft landed on the wrong runway overtop of airliner, then departed without clearance into wake turbulence.
4. Omaka (NZOM) – 23 Nov
  - Piper-38 student vs Tiger Moth.
  - Near collision on approach: Estimated separation ~160 ft.
  - Cause: Non-standard circuit entry and curved approach. Failure to make appropriate radio calls.
5. Whanganui (NZWU) – 29 Nov
  - Two CPL student pilots.
  - Near miss during overhead join: Separation ~50 ft.
  - Resolved via instructor radio intervention.

Thank you to those who reported incidents – in doing so, you gave others the opportunity to learn and be safer in their own flying.

If you have any further questions or concerns, as always, please reach out. As always, thank you for all that you do to support aviation safety across the sector.

Yours faithfully  
Catherine MacGowan  
Deputy Chief Executive  
Aviation Safety Oversight Group



## Threat and Error Management 101

The current series of RAANZ Roadshows are featuring a presentation on the above.

A big title which basically means there are features in the aviation environment which may cause us harm and sometimes our actions do not produce the desired result i.e. we make an Error.

### *These things happen.*

It is our job to recognise the Threats and Errors and take action to avoid negative consequences.

I use the swamp analogy to describe the aviation environment.



Think of the Crocodile as a threat, and the swamp is full of them. Some very visible but some are lurking just below the surface ready to jump and bite given half a chance.

Some of them are really big and are there all the time - e.g. The Southern Alps, Gravity.

Some come and go, e.g. Weather, Traffic density, your capability / **recency**.

Some are completely random, e.g. Passenger with a heart attack or a runway suddenly closing.

Some are Latent i.e.: Lurking ready to jump out - e.g. a bolt that has not been safe tied or **Risky** behaviour that has been gotten away with. It is still risky!!

## Managing Threats and Errors

- **Identify.** For this you need to make sure that your **Situational Awareness** is working very well. Make sure you are not working to the Max. i.e. there is capacity to deal with the unexpected. Identify as much as you can before you get airborne. *At the recent RAANZ Flyin at Ashburton brief talk was had about a trip westward to a strip surrounded by big terrain. A valued colleague looked west, saw the Cu starting to develop on the tops, saw the Lenticular activity starting and said it was like a Flashing Neon light saying "stay away!"*

### Brilliant SA

- **Assess.** How bad is the Threat or Error?
- **Act.** Now or later? You may have time.
- **Monitor.**

## Barriers to Threat and Error Management.

- **Distractions**, e.g. an unusual radio call at the wrong time.
- **Interruptions.** Make sure you are not interrupted during critical tasks. E.g. Pre-flight inspection.
- **Preoccupation.** Don't let enjoying the view stop you noticing the next Crocodile.

## Countermeasures.

- **Manuals / Rules.** Think of these as being written in **red** i.e. blood. Every Rule has been written because someone has died or been seriously hurt.



- **Training / Experience** / talking about the “what if’s” around the coffee table.
- **Checklists.** The Take-off Checklist must conclude with **E Emergencies**. I.e. what is the plan if something adverse occurs during or shortly after Take-off?

### Emotional States.

**Panic < Frightened < Apprehensive < Placid > Assertive > Aggressive > Angry**

It is probably good practice to be a little bit **Apprehensive** most of the time you are aviating.

I.e. you are always on the lookout for the next Threat or Error.

When you do discover a problem you need to switch into the **Assertive** mode and deal to it or put a plan in place.

Having dealt to it, you are allowed to briefly be Placid and say “didn’t I do well”.

However, very quickly get back to the Apprehensive mode and keep looking. Crocodiles have lots of mates.

Safe Flying and enjoy the summer.

If you haven’t done a lot recently take it easy getting back. Get some help / advice if you remotely need it.

Regards,

Rodger Ward

RAANZ Ops.

### Any Ideas? Rodger Ward



This propeller was recently obtained during an Estate clearing process.

It looks like something made by the late Ian Henry in Christchurch a few years ago.

It is a 50 x 46 bespoke 3 blader made from Mahogany using resorcinol glue, with inlaid urethane leading edges and appears to be in very good condition. Given its diameter, 50 in, it is believed to be for a belt drive pusher configuration. Something like a CFM Shadow or Sapphire microlight.

We would be interested in any history or it actually may be ok for one of these aircraft

Contact:

Steve Noad, Aircraft Logistics, Rangiora 021 279 1655

## Feedback

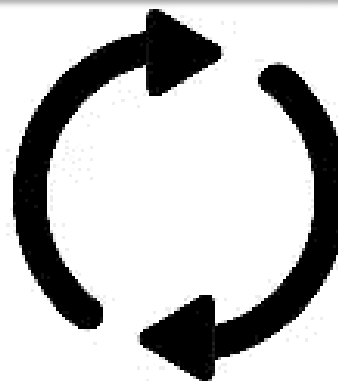
Grant Coldicott, RAANZ Auditor

It's important that the group charged with managing and governing RAANZ knows what the members are thinking and which issues are important to them.

There are opportunities for committee contact with pilots and aircraft operators, at fly-ins and the workshops but those contacts generally represent a small number of the overall membership.

RAANZ representatives regularly meet with CAA officials, NZ Aviation Federation members and other flying organisations and it would be helpful for RAANZ to know how the various rules, regulations and decisions effect those RAANZ members out in the field.

Members can use their club contacts to feed information and comments back to RAANZ but sometimes, issues relate to individual concerns.



When there are things happening that effect you, let RAANZ know your thoughts. The RAANZ organisation works for you and represents you. Email [admin@raanz.org.nz](mailto:admin@raanz.org.nz) or contact one of the committee members by phone when you have things you would like to discuss.

Grant Coldicott

RAANZ Auditor



*Your Editor's not just obsessed with the possibility of USAF F-22's attending Warbirds over Wanaka – he's also obsessed with the very rare Spitfire XI coming over from the Aircraft Restoration Company in the UK. Above – one of the F-16's that attended last Warbirds over Wanaka. © 2025 Brian Greenwood*



## Notes from Admin

Stuart Parker

### Some changes to the RAANZ website-

- Changed the IAs navigation link in the header to IAs/AIRCRAFT as it contains useful info for aircraft owners as well.

### IAS/AIRCRAFT ▾

- Added links in that page to the [aircraft ownership material](#) that Scott mentioned, and [general aircraft tech information](#) - well worth a look.

#### TECHNICAL INFO FOR AIRCRAFT OWNERS

A central resource for aircraft technical information, providing owners and inspectors with key maintenance, modification, and regulatory compliance details.

- **Aircraft ownership material**— a comprehensive audio/visual guide to the requirements and obligations of aircraft ownership. NOTE: this may take a long time to download- be patient!
- **General aircraft technical information**— a collection of useful technical information re aircraft construction techniques, etc.



Some members have asked that the [Find an IA](#) and [Find an Instructor](#) pages support searching on regions. On my 'to do' list.

### Christmas shutdown

Actually more a slowdown/bogdown.

There are heaps of renewals/upgrades/inspections coming through that I hope to clear over the next week.

If you have something urgent and important please phone me, otherwise you will simply be appended at the end of the loooong email inbox.

But do scan and email stuff rather than post if possible- it gets here quicker and much easier to process my end.

## Historical Machines TV



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RecWings Readers**



A streaming video service featuring aircraft, vintage cars, military vehicles, steam, motorsport, history and more...  
...for less than the cost of a cup of coffee per month.  
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## New Zealand Microlight Heritage Museum

Words and Images - Russell Brodie, RAANZ President

The 80's - what can we say! Great music, great fashions, the greatest movie "Top Gun" - did I mention great music - oh and Microlights!

There had been a trickle of stories and the odd little flying machine make it to New Zealand in the late 70's and then the tsunami hit in 1982 - aluminium tube and Dacron filled the skies.

The formalising of microlight flying under the guiding hand of the newly formed Microlight Aircraft Association of New Zealand, led to the issue of CAIC147 by CAD. This was the document that laid down the operating rules for microlights here, and was issued in December 1981. This was a great Christmas present for the new breed of minimum aviators and their little machines straining at their chocks to get airborne.

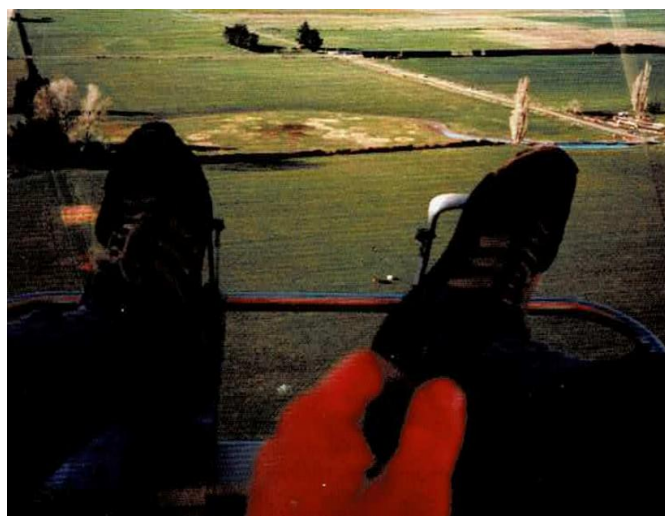
The first aircraft registered under the new rules entered the register in January 1982 and the floodgates opened. The first machines on the scene were Quicksilvers, Mirages and Pterodactyls from the USA, and Scouts from Australia, plus the NZ-produced Delore Trike. It took only nine months for the first 100 to get airborne here and within a couple of years the movement had become well established.

These first generation machines, with a minimum wing area of 10 square metres and a wing loading of no more than 10 kg per square metre didn't get anywhere in a hurry but spread quickly to airfields and farm paddocks throughout the country.

*This article was originally published in the Winter 2020 edition of **Sport Flyer**, and is reproduced with their kind permission.*

**Heading Photo** - Quicksilver MXII ZK-FEW, restored again and ready to fly gain soon

In February 1982 Ken Asplin and Trevor Barrett in their Ultralight Flight Mirages were joined by Marty Waller in his Quicksilver and blazed a 35 MPH trail from North Cape to Bluff. Sponsorship by Lion Breweries had helped make this possible and was a great way to literally wave the microlight flag to people throughout the country. By sheer coincidence I happened to be at Timaru airport when the three machines visited during this trip and this meeting set my life on a flight path which lead me to what I am doing today.



**Above** - The view from a microlight





In August 1982 I suffered an accident on the farm which caused the loss of an eye. In those days the rules stated that you couldn't fly in New Zealand with one eye and that looked like putting an end to my New Zealand with one eye and that looked like putting an end to my planned career as a pilot - and then along came microlights. After a bit of lobbying of CAA I was permitted to fly a microlight - (actually after a flight test with CAA at Christchurch airport in a GA aircraft) and the rest is history as they say.

The next 25 years or so saw a lot of hours flown, mostly instructing, in a lot of very interesting microlight aircraft. The rules governing microlight operations have been updated over the years allowing for the faster, heavier and more complex aircraft that we see operating as microlights today. However the love of the first generation machines that allowed me to take flight again never left.

**QUICKSILVER MX**  
The Quicksilver MX by Eipper Performance, Inc., is the world's finest ultralight. Designed to let you rediscover flight at its best, the MX offers sophisticated features every pilot will appreciate.

Quicksilver MX achieves unique maneuverability with a true three-axis flight control system. The side-mounted "Joy-Stick" controls rudder and elevator movement, while pedal-operated, wing-mounted spoilers deliver a quick roll rate and let you make steep, low-speed descents.

A powerful, 30hp engine (designed for long life) is standard equipment.

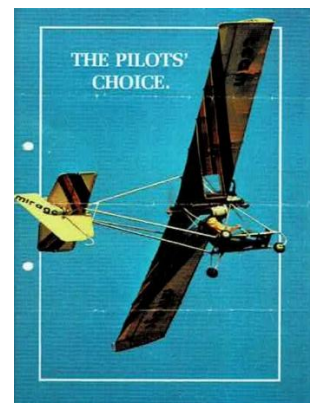
Quicksilver MX delivers comfort, too. Its sturdy, rigid pilot's seat, contoured for proper support, is richly padded to guarantee you hours of comfortable flying.

Quicksilver MX is the ultralight you'll buy today for years of adventurous flying.

**Pacific Kites**  
PACIFIC KITES LIMITED,  
P.O. Box 45-091, Te Atatu, Auckland, N.Z.  
Factory: 28 Keeling Road, Henderson, Auckland 8.  
Ph: 66-377 HSN.

About 15 years ago I began to realise that all the little machines that had filled the skies of the 1980's had disappeared. I have this theory that "what is the most common can quickly become the most scarce" - I believe due to the thought that "they are everywhere" so there is no need to save them. This combined with the natural attrition of aircraft that are built very lightly and which quickly became superseded by new designs, meant that a lot of them ended up in retirement within only a relatively short period of time.

The first machine I tracked down was an old Skycraft Scout ZK-EYK (always seemed an appropriate registration for a microlight) that we had first owned and flown back in early 1982. After a year or so it moved on to new owners and travelled (by road mostly!) up and down the country.



I always kept track of it during these travels and ownership changes and eventually got the chance to bring it home again. This little Scout has become the flagship for the museum collection and will probably not take flight again - she is too precious now!

However we have a couple more that will fly again in the future - but maybe best not out of ground affect!

Since then whenever one of the old classics has come on the market and I have been able to, I have purchased it to save it for another day. Some aircraft when purchased have still been airworthy while others had seen better days. We have also had a few machines kindly donated - along with photos and memorabilia which is always much appreciated.

*Above - a 1980's brochure for the Mirage*

*Left - a 1980's brochure for the Quicksilver MX*





Amongst the machines I have gathered over this time are:

**Quicksilver MX ZK-MRW** - the only aircraft left of the three on the North Cape to Bluff flight back in 1982. Restoration underway in the workshop now.

**Quicksilver MXII ZK-FEW** - the first two-place Quicksilver to fly in New Zealand and first registered back in February 1983. This has just been fully restored - thanks to the Covid lockdown.

**Goldwing ZK-FDE** - first registered in September 1982. It was regarded as second generation (I guess as there was no aluminium tube visible, but it still had the hole in the floor for braking!)

**Rotec Rally 3** - the remains of a couple tucked away. The original "dacron overcast" with a 39 foot wingspan

**Rotec Rally Super Sport ZK-FIG** - a fully aerobatic microlight with a VNE of 60 MPH.

**Bantam B10 ZK-KGG** - one of the early machines from the very successful home-made Bantam stable at Te Kowhai.

...just to name a few.

Anyway back to my original aim with the museum, which is to preserve New Zealand's Microlight aircraft

history. From the operation of airworthy aircraft, to the preservation of their history through static displays, photographs and memorabilia.

We are lucky to be based at a large grass airfield, with lots of space to do the above at Rangitata Island. Long term we hope to have the hangarage available to have as many aircraft in the collection airworthy as is possible. We are always on the lookout for anything that we can add from complete aircraft to aircraft parts, photographs to old flying magazines and any other items related to this fun part of our flying history.

Old microlight parts are especially important to track down as there are virtually no drawings out there and most manufacturers were here and gone in such a short time, so old parts and skins are all we have to work from for restoration or remanufacture.

Who knows, with a recent resurgence of nostalgia for these old first generation microlights - what might appear out of the workshop in the future.

It is still early days as we get everything sorted here for the museum but we are slowly making progress. Getting aircraft back in the air in like-new condition is a good start. And if anyone has tips of an old machine needing rescuing - please let us know. We just love rescuing and preserving our aviation history.

***Below left*** – A Scout III airborne

***Below right*** – Microlights lined up at Rakitata Island Aerodrome

***Next Page*** – a 1980's brochure for the Scout III





SUNRISE OTAGO HARBOUR

## SCOUT III

### MICROLIGHT

#### SPECIFICATIONS:

Performance figures vary with atmospheric conditions and pilot weight (150 lbs)

	Metric	Imperial
weight (all up)	149.5 kg	335 lbs
weight (empty)	58.03 kg	130 lbs
top weight (pilot)	91 kg	205 lbs
wing span	8.8 mtr	28' 6"
wing loading	10 kg sq mtr	2.24 lb per sq ft
max speed	105 km hr	65.00 mph
cruising speed	75 km hr	46.00 mph
take-off	30-40 mtr	32-45 yds
touch down	20-25 mtr	21-27 yds
stall speed	32 km hr	19.00 mph
climb rate	167 mm	550 fpm
fuel capacity (std)	5.1 lt	1.1 gal
range	88 km	55 mls
duration	70 min	70 min
glide ratio	7:1	7:1
engine	'ROBIN' 244cc 2-stroke belt drive, magneto ignition, exhaust muffler system	
fuel consumption	4.5 lt/hr	

The SKYCRAFT 'SCOUT' III is an exhilarating ready to fly fun flying machine.

Its large wing area allows slow take-off and landing speeds and the low centre of gravity gives very docile handling both in the air and on the ground.

The wing and tailplane are fully demountable allowing the aircraft to be easily transported on the smallest sedans. This sophisticated design allows you to **rig for flight in 12 minutes**.

The 'SCOUT' microlight is **not** a powered hang-glider—it features a conventional aircraft layout with the pilot seated and safety-belted with the control 'stick' between his knees, rudder pedals at his feet giving full aerodynamic control. The engine is out in front, for superior cooling, the stabilising surface aft—where they should be. The aircraft steers, takes-off and lands on sprung pneumatic landing gear and is available as a sea plane with floats as an option.

The 'SCOUT' microlight is powered by a 'ROBIN' 244 cc aero engine—an **uncomplicated two-stroke** which features magneto ignition, diaphragm carburettor and an independent lubrication system for the reduction drive to the propeller.

The 'SCOUT' airframe is of alloy construction with exclusive **custom designed extrusions** being used in the fuselage and spars, all fittings are alloy or stainless steel with braided stainless control wires. The propeller is laminated of hand selected timber.

All construction features have been designed with an **extensive safety reserve**, and parts are available within New Zealand.



## Membership Changes

Stuart Parker

Name	Club	Type	Change
Brian Darren Stanley	Associate	FMPC	Upgrade
Edwin Atchley Dowden	Gore Aero Club	FMPC	Upgrade
Gerard Coulson	Canterbury Recreational Aircraft Club	FMPC	---
John-Paul Ryan	Fiordland Aero Club	FMPC	---
Savan Chamroeun Ly	Associate	NMPC	---
Regan Warrick Kemp	Associate	NMPC	---
Stephen Raymond Bow	Dargaville Aero Club	FMPC	---
Julian MacDonald Elder	Waikato Microlight Club	FMPC	---
Caleb Tehoaki	Hauraki Aero Club	NMPC	Joined
Logan Hamilton	Associate	NMPC	Joined
Patrick Ernest Baker	Parakai Aviation Club	NMPC	---
John David Harrison	Associate	FMPC	---
Charles Leitch	Canterbury Recreational Aircraft Club	NMPC	---
Denvir Collins	Associate	NMPC	Joined
Mark Stace	Nelson Microlight Club	FMPC	AFR/BFR
Arjen Visser	Associate	NMPC	Joined
Grant Johnson	Hawkes Bay and East Coast Aero Club	FMPC	Joined
Tyler Stanley	Canterbury Recreational Aircraft Club	NMPC	Joined
Paul Thompson	Canterbury Recreational Aircraft Club	NMPC	Joined
Glen Byron Lange	Associate	FMPC	Joined
Peter Day	Bay of Plenty Microlight Assn	FMPC	Joined
Colin Francis Edward	Matamata Aero Club	NMPC	Joined
Charles Alexander Gibbs	Feilding Flying Club	NMPC	Joined
Thomas Marquart	Wairarapa Aero Club	FMPC	Joined
Doni Prastiyoun	Matamata Aero Club	NMPC	Joined
Matthew Betts	Stratford Sport Fliers Club	NMPC	Joined
Glenn Hannah	Bay of Islands Aero Club	NMPC	Joined
Michael Coleman	Associate	NMPC	Joined
David Alford	Canterbury Recreational Aircraft Club	NMPC	Joined
Todd Birse	Associate	NMPC	IA appointment
Scott Peterson	Whangarei Flying Club	NMPC	Joined
Hamish Lyndon Noel Bruce	Geraldine Flying Group	NMPC	Joined
Ivan Alexander Gibbs	Feilding Flying Club	NMPC	Joined



Name	Club	Type	Change
Spike Mountjoy	Mercury Bay Aero Club	NMPC	Joined
Lloyd Taylor	Associate	NMPC	Joined
Moa Pangnem	Hawkes Bay and East Coast Aero Club	NMPC	Joined
Benjamin Fransham	Associate	NMPC	Joined
William Livett	Associate	NMPC	Joined
Isaiah Johnston	Associate	NMPC	Joined
Bruce Forlong	Marlborough Aero Club	NMPC	Joined
Victor Dempsey	Rodney Aeroclub	NMPC	Joined
Cameron Wine	Associate	NMPC	Joined
Xitlalli Zaydee Guzman Becerra	Fiordland Aero Club	NMPC	Joined
Neil Fuller	Auckland Recreational Flying Club	NMPC	Joined
Harry Turner	Gyrates Flying Club	NMPC	Joined
Andrzej Cwirzen	Canterbury Recreational Aircraft Club	FMPC	Upgrade
Kenneth Hunter	Associate	NMPC	Joined
Sunny Agaskar	Associate	NMPC	Joined
Teancum Kumar	Canterbury Recreational Aircraft Club	FMPC	Joined



*Some microlight action at NZRT, CRAC's recent Spot Landing Competition winners.*

*Clockwise from top left, Chris Pennell (1<sup>st</sup>) in Zenith CH-701 ZK-JRT, Stewart Bufton (2<sup>nd</sup>) in Zenith CH-701 ZK-LSB, and Paul O'Neill (3<sup>rd</sup>) in Tecnam P-92 Echo II ZK-RGE*

*Feel free to send in your club event reports!*



## From the Instagram Files

Grant Coldicott



Date: 7 June 2023  
Registration: N835BC

A Vans RV-6 out of Colonial Beach, Virginia, made what seemed like a simple low pass to wave at friends. Two circles around the house. On the second one, the bank steepened, the nose dropped, and from just 100 feet above the ground there was no margin left. The engine was running fine. The airplane was intact. The problem wasn't the machine; it was the manoeuvre.

The pilot, 28 years old with about 355 hours, had his instrument rating and had just completed a flight review two months earlier. He wasn't inexperienced, but he also wasn't flying with much cushion. Conditions were day VMC, a little hazy but otherwise good. Witnesses say the RV-6 looked like it was in a knife-edge turn before it went vertical and impacted beside the driveway.

Here's the trap: at 60 degrees of bank, stall speed jumps roughly 40 percent. That means you can be "fast enough" in straight and level, but suddenly too slow once you load up the wing. At altitude, you can recover. At treetop height, there is no second chance.

Add in the social pull of friends on the ground, a passenger on board, the desire to "make it look good" and the margin gets thinner. The NTSB called it plainly: loss of control at low altitude.



The lesson is simple but worth repeating. Ban steep turns below your personal floor. Widen the circle instead of tightening it. Respect that low altitude compresses time, options, and reaction space. The RV-6 didn't fail that day. Physics didn't bend. A pilot just ran out of room.

(Reproduced with the permission of the Author. A great site to follow on the 'Gram'!)



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## The Development of the B 10 Errata – the Phantom!

Keith Morris

Back in July 2025 I wrote about the development of the Bantam B 10.

This is what I wrote back then: *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.*

I have since discovered that I was wrong in stating that Max Clear could not Ulltrafind a microlight in the US that suited. In fact he returned to New Zealand with a couple of Ultralight Flight Phantom microlights that were registered to Skyflight Waikato Ltd on 28 October 1982. These two microlights were registered ZK-EXR and ZK-EXS.

I now understand that Max Clear dismantled these aircraft to find out how they worked, and then came up with his Bantam B 10 design in 1983. And surely it isn't a coincidence that the names Phantom and

**Heading photo** - Phantom ZK-EXR at Te Kowhai in late 1982/early 1983 (Janic Geelen Photo)

Bantam are so similar! They also look very similar as in the photo of ZK-EXR at Te Kowhai in the heading photo

For comparison (**Below**), Bantam B 10 ZK-NJB at Matamata in August 1985 (Janic Geelen Photo)







The two Phantom (but real) microlights went on to have very different lives with ZK-EXR suddenly diving into the ground on approach at Tauranga on 19/2/84 with only 69 hours flown, killing the pilot. It was rebuilt and re-registered in April 1991 before being cancelled in November 1999, then it resurfaced as ZK-CXR in March 2017 only to be withdrawn and cancelled again in December 2022.

ZK-EXS had a much longer and more successful life, being owned by successive owners at Waiuku, Rangitata Island, Timaru, Oamaru, Christchurch, Otautau and Te Anau before being withdrawn and cancelled in June 2017.

*Below - ZK-EXS at Waitohi on 27/3/89 (Bob Kerr Photo)*



**Editor's note:** in a nicely coincidental way, RAANZ President **Russell Brodie** has informed us that the Ultralight Flight Phantom ZK-EXS as featured in **Keith Morris's** article is well up the list of microlights to be put back into the air at Rangitata!

*Thanks to Keith and Russell for keeping these early Microlights alive.*



# New rules to be explained

Papers Past, Christchurch Press, 9 February, 1984

New rules governing microlight aircraft came into force recently. Pilots will have a chance to hear them explained next week.

The regulations, which cover all aspects of flying the craft from necessary pilot qualifications to minimum weather conditions, have been drawn up by the Ministry of Transport's Civil Aviation Division, with help from the New Zealand Microlight Aircraft Association.

The regulations are the first applying particularly to microlights, which were previously covered by regulations applying to all aircraft sizes.

The president of the association's Canterbury branch, Mr Chris Dyer, said

some of the previous regulations had been "fairly unworkable." The changes should encourage the sport and make it easier, he said. He believed many of the branch's 30 members would not fully understand the new regulations.

A flight operations controller in the Civil Aviation Division, Mr Neville Canard, will explain the regulations at a meeting in the cafeteria of Taylors Drycleaning, Ltd, Riccarton, at 7.30 p.m. on Monday.

He will also talk to microlight pilots at Queenstown and Dunedin, and at the annual microlight aircraft rally to be held at Waitohi, South Canterbury at Easter.

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