

## GLIDING NEW ZEALAND NEWS

*This column is intended to give readers an ongoing insight into the activities of the GNZ Executive and its Committees. Rather than a detailed report on matters currently under consideration, here are some recent items of significance.*

**NEW MEMBERS** Excluding visiting foreign pilots, 66 new members have joined our ranks in the last 6 months – 43 in the North Island and 23 in the South Island. 16 of these are Juniors. Unfortunately, 75 members resigned in the same period!

**GLIDING SOUTH & OTAGO JOIN FORCES** *Gliding South* has closed down operations at Five Rivers and donated its assets to the *Otago Gliding Club* (Youth Glide Omarama). The Otago Gliding Club has been formally renamed '*Otago Southland Gliding Club*' and members of Gliding South have transferred to it.

**2011 LAUNCH STATS** The numbers are now in – it's a mixture of good and bad, depending on your viewpoint. Overall there were 16,476 total launches, down 12% on 2010. It has to be said that the weather may have been the major driver as launches were actually down 18% in the North Island but up 9% in the South Island, reflecting the general pattern of weather experienced. Youth flights were up by a staggering 16%, no doubt largely due to the Youth Glide Development Camp at Omarama in December (reported in the last issue). As a proportion of total glider flights, those by youth are steadily increasing year on year, now up to 13% in 2011. YGNZ can be proud of that!

**REPRINT OF 'THE RIGHT STUFF' BROCHURE** After some minor updating, this brochure aimed at promoting gliding has been reprinted and supplies are available from the Executive Officer.

**NEW ADVENTURE AVIATION RULE AFFECTS TRIAL FLIGHTS** CAR Part 115 is now signed into law, despite GNZ's reasoned arguments and strong opposition against the inclusion of gliding. We must now move on within the Part 115 constraints on trial flights. To this end, clubs are reminded to review their trial flight arrangements in the light of the detailed advice in our Advisory Circular AC 1-04.

**ADVISORY CIRCULARS** While on the subject of Advisory Circulars, I should mention one new AC and two updates on the GNZ web site:

- AC 3-15 Owner/Operator Responsibility for Glider Maintenance. If you have recently joined the ranks of private ownership, you really need to read this to learn about your new-found obligations.
- AC 3-02 Aero Tow Ropes. Our tow rope stock is down to just two rolls and we can't find a viable replacement that doesn't need a weak link. We have therefore made the decision to stop supplying a 'standard' rope in favour of a stronger one with a weak-link - read about it in this completely revised Advisory Circular. Jerry O'Neill has kindly offered to hold a stock of Tost weak-link components.
- AC 3-03 Glider Tow Releases. This general update is for the engineers doing annual inspections etc.

**NATIONAL AIRSPACE POLICY** Recreational pilots should be very grateful for the efforts of our Airspace Committee. In particular, Trevor Mollard is fighting in the 'halls of power' to ensure that our airspace needs are not disregarded in favour of commercial interests. Right now, the Ministry of Transport in conjunction with the CAA, is running an 'Airspace and Air Navigation Advisory Forum' to develop a high level 'National Airspace Policy'. As the NZ Aviation Federation representative, Trevor is protecting our interests at this forum, submitting that there needs to be recognition of the substantial barriers that exist for non-commercial operators in obtaining access to controlled airspace. These include the restricted ability of the ATC system to handle their requests, the low priority afforded to them and the inherent costs of owning, installing and operating the required electronic equipment.

Trevor reports that his submissions have been successful in persuading the MOT to modify the draft policy to now require airspace to be managed in a holistic manner, taking account of the safety implications that any boundary changes will have on all users including those operating in close proximity to controlled airspace. This is a much more flexible policy compared with an earlier draft which would have determined priority in proportion to the "economic contribution to New Zealand".

**ANNUAL SYMPOSIUM** This is a heads-up that our annual symposium and AGM will be held in Wellington 9-10 June. All Executive positions will be up for grabs this time, and at least two existing members will not be making themselves available for re-election – so your chance is coming!

I always welcome your feedback – contact me if you want to discuss anything here, or indeed anything in previous editions of this column – from the home page, navigate > About > Executive News.

Nigel Davy      GNZ President