

## Gliding New Zealand News

By Karen Morgan

Hello pilots, tow pilots, students, club officials, and interested parties

Some of you already know me, but to the rest of you, I am the latest GNZ President. There's nothing momentous in that for you, but for me it is a new voluntary position. We are the beneficiaries of the skills and efforts of a long line of people who have previously held this leadership role, which has resulted in GNZ largely being in good heart as I take over.

This is my 30<sup>th</sup> year of gliding, and like many of our longer term members, I was one of the 'youth glide' of my time. I have been a member of Taupo, Manawatu, Central Otago, Southland and Omarama clubs, and I currently fly with the smallest club, Clutha Valley, at Omarama. I fly a range of gliders, Ash25, LS8 and my latest acquisition is a wee Skylark. Please contact me if you need to (details on the GNZ website); I am generally available for discussions, media enquiries and complaints.

We have three good pieces of news to start with.

John Coutts flew really well in the recent World Championships in Poland, narrowly coming second in 18m. Although further down the field, we were also pleased with Steve Wallace in and Brett Hunter's results in 15m and 18m respectively, and expect that this has been good training for future World events. It is a huge step up from our competitions to fly at World events, so congratulations to the whole team and their supporters.

I am pleased to advise that Roger Read of Canterbury has been chosen for a Paul Tissandier award from FAI. He and Kim will be collecting it in Thailand in October. This award represents our recognition of Roger's hours of efforts for his club and more latterly for Youth Glide in New Zealand. Well done Roger.

It was a long and arduous battle, so GNZ is delighted to advise that CAA have reversed their earlier decisions, and the Mt Cook airspace will revert to being completely uncontrolled again. This means that the wider area around Mt Cook will be accessible to any height, without calling for clearances, with only the MBZ requirements to comply with at the lower levels. This was the result of a lot of work by Nigel Davy, Trevor Mollard and many others who put in submissions, and Nigel who lead the discussions with CAA which has led to the splendid result. We understand that completely uncontrolled airspace is very rare in the world, and to have this widely acknowledged superior wave site free of constriction is splendid news.

We are currently working with CAA to renew our Part 149 certification. This is the rule that allows GNZ to organise gliding in New Zealand. The process has seen Max Stevens work on

our Exposition, and I, along with the officers from airworthiness, operations, awards and quality control, have been interviewed by CAA. We are pleased to report their feedback that we are seen as a responsible and well organised sport. Senior officials are also going through 'fit and proper' tests as part of this process, to allow us to receive and exercise delegations from the Director of CAA.

The CAA has also met with Glide Omarama and GNZ, with the good result that it has been accepted that no organisation in gliding needs to become a Part 115 (commercial) organisation at present, provided trial flights are conducted only for those who show a genuine interest in gliding and the flights are conducted in accordance with GNZ Advisory Circular AC 1-04. Our Regional Operations Officers (ROO) will continue the usual level of operational audits, without the need for CAA audits at this time.

The GNZ Executive has also met with CAA senior management, but the rule changes that we have been awaiting for aerobatics and paying instructors are still a long way away. We have recently attended CAA meetings on funding the CAA, and we do not see much that will affect us, except it is likely that the controversial medical fees will reduce. The CAA Act itself is under review and we are doing some work to put in a submission on this.

Sport New Zealand is a major funder of GNZ, giving us \$15,000 last year. There are several requirements that we need to meet, and this year's ones are to introduce policies on drug testing and match fixing. The short versions of these policies, which will largely appear in the competition rules, are that you should not take drugs and fix matches while gliding. Job done! If you have concerns in these areas and want a longer policy, please let me know.

We have also attended a recent meeting with Flying NZ which fronts the FAI in New Zealand. It is possible that the term of the sporting licences, needed for representation at World events and for claiming World records, may be lengthened from the current one year term.

We urge you to do lots of flying and do your badge legs for Silver, Gold and Diamonds. However, the cost of buying the actual badges has crept up over the years, and we have had to adjust the price per badge leg to \$20 (it hadn't changed for 15 years). For full details and how to claim, from the GNZ Home page navigate *For Pilots >FAI Badges/Records >Badge Flight Claiming*.

The new Sailplane Racing Committee has a big workload ahead of them to build up competition flying in line with our intention to increase the availability of coaching. Participants at the AGM in June listened to Lisa and Peter Trotter outline coaching in Australia, and we are working towards a scale version of this model. The long term intention is to increase the training and support for cross country flying, leading into competition, as a survey of our membership clearly show that pilots find this a rewarding part of the sport. We know that pilots who fly cross country stay in our sport for longer, thus repaying all the volunteers' efforts for training them.

The GNZ Umbrella Trust reports a change of trustee, with Grae Harrison replacing David Speight. The Trust's investments are bedding in, and Trustees are looking forward to helping pilots attend World events in Narromine, Australia in December 2015 (Juniors) and January 2017 (15m, 18m and open classes).

I remind you that clubs bear equal responsibility along with the operations team for having the club audits done on time. If you have not had an audit in the past couple of years, please contact your Regional Operations Officer (ROO) and make arrangements to complete this in the spring. Their contact details are on the website.

Lastly, there have been a number of new Advisory Circular (AC) redrafts or new issues. These are:

- AC 1-02 Club Rules now includes sample responsibility descriptions for key club roles – CFI, Club Captain, Glider Maintenance Liaison, Ground Maintenance, Public Liaison, and Secretary.
- AC 1-05 Emergency Plans is a new AC intended to address a general observation from club audits that this is often a weak area. Clubs are urged to review their Emergency Plans in the light of this AC and also give us some feedback from your own experiences to develop it further.
- AC 2-07 Carriage & Use of Oxygen has been updated and expanded to include information on testing of cylinders.
- AC 2-08 Accidents & Incidents has been amended to make the reporting requirements easier to interpret.
- AC 3-04 Winch & Auto-Launch Cable configuration has been expanded to follow the latest BGA practice and to include more information than just weak-links, with the title changed accordingly.
- AC 3-15 Operator Responsibility for Maintenance has been updated to reflect the recent CAA Rule exemptions.

There's lots of great material in the ACs so I urge you to have a look. From the GNZ Home page, navigate *For Pilots >Admin & Forms >Advisory Circulars*.

The soaring season is nearly here, so please get your currency checks and planning in place before heading cross country this spring. Have a safe summer's flying!