

# **GLIDING NEW ZEALAND ANNUAL REPORT 2008**



**AGM  
14-15 June**

**James Cook  
Hotel Grand  
Chancellor**

**GLIDING NEW ZEALAND INCORPORATED  
ANNUAL GENERAL MEETING 2008**

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# **GLIDING NEW ZEALAND ANNUAL GENERAL MEETING 2008 PROGRAM**

**(Registration \$35.00 – for refreshments and Cocktail Party)**

## **SATURDAY – 14 JUNE 2008**

<b>Time</b>		<b>Session</b>	<b>Chair/ Presenters</b>	
09:30	--	10:30 am	Airworthiness meeting for GNZ Engineers	Roger Harris
10:45	--	12:15 pm	Contest Pilots' meeting	Ross Gaddes
12:15	--	1:30 pm	Buffet lunch	
1:30	--	2:40 pm	Presidents' Forum – club issues from the floor – auditing of club operations	George Rogers
2:40	--	3:00 pm	Development of Youth Glide in NZ	Tom Shields
3:00	--	3:20 pm	Afternoon tea/coffee	
3:20	--	3:50 pm	406 MHz ELTs	RCCNZ
3:50	--	4 :15 pm	Emergency Plans	Roy Edwards
4:15	--	4:40 pm	GNZ web site development	George Wills
4:40	--	5:00 pm	FAI update	Bob Henderson
5:15	--		Cash bar opens	
6:00	--	6:40 pm	"A Bird's Eye View"	Sue Truman
6:40	--	7:30 pm	Cocktail food will be served, during which Annual Awards will be presented from 7:00 pm	

## **SUNDAY – 15 JUNE 2008**

9:30	--	12:00pm	Annual General Meeting
12:15	--	1:30 pm	Buffet Lunch

## **GLIDING NEW ZEALAND**

### **Annual Contest Pilots' Meeting – 14 June 2008 – 10:45 am**

#### **Agenda**

1. Attendance List
2. Apologies
3. Chairman's Report
4. Confirmation of New Committee Members (as per email vote)
5. Minutes of last Meeting (23 June 2007)
6. Minutes from Pilots' Meetings at Contests
7. Remits
8. Selection of Pilots' Representatives for the International Rep Selection Committee
9. Contest Dates
10. General Business

#### ***Minutes of the Annual Pilots' Meeting 23 June 2007***

The meeting commenced at 10:35 am.

##### **Present:**

SRC Representatives: R Gaddes (acting chair), K Morgan, D Dickinson, T Terry.

Members: R Ruddick, M Cook, B Hunter, R Biggar, M Stevens, R Gore, M Jones, C McGrath, M Wardell, R Pryde, B Chesterman, P Schofield, S Brown, T van Dyk, G White, A White, P Miller, R Arden, G Rogers, D Hamilton, I Evans, C Drummond, G Harrison, N Davy, T Jones, T Atkins, J O'Neill, B Mace.

##### **Apologies:**

S Cameron, W Dickinson, V Ruddick, P Lyons, E Shirtliff, S Ford, B Guy, L Stephens, R Edwards, B Flewett.

##### **Chairman's Report:**

Ben Flewett's annual report was taken as read and accepted – R Gore / M Cook.

##### **Incoming Committee:**

Election of new representatives as per email vote of T Atkins & V Ruddick were announced and the succeeding committee confirmed as:

T Atkins, D Dickinson, B Flewett, R Gaddes, V Ruddick, T Terry.

##### **Prior Minutes:**

Minutes of the previous annual pilots' meeting on 10 June 2006 were read and confirmed – T van Dyk / J O'Neill.

Minutes of the pilots meeting at Omarama on 6 January 2007 (during Multi-Class Nationals) were read and confirmed – D Dickinson / T van Dyk.

Minutes of the pilots meet at Matamata on 5 February 2007 (during Sports/PW5 Nationals) were read by T Terry and confirmed – P Schofield / B Mace

### **Matters Arising:**

#### 1. FLARM

The motion was put: That FLARM collision avoidance devices are made mandatory equipment for all gliders during all future GNZ sanctioned contests held at Omarama – K Morgan / M Cook.

After involved discussion regarding complications of the term “mandatory”, look-out awareness, TCAS & TPAS systems, possible future technologies, GPS tracking, the “actual” risk of mid-air collisions, and the unit cost, the motion LOST (4 in favour, 14 against).

Motion: To recommend that FLARM collision avoidance devices be carried by all gliders for GNZ sanctioned contests held at Omarama – T van Dyk / J O’Niell CARRIED (16 – 1).

*[NB: The general consensus of this motion was that competition organisers at Omarama could establish a local rule requiring the carriage of FLARM.]*

Motion: That the SRC recommend to GNZ that the Executive investigate funding options to assist clubs and individuals in obtaining FLARM devices for general use at Omarama – D Hamilton / T van Dyk CARRIED, (14 – 3).

#### 2. National Championships Entry Requirements

The current rule (2.1.1) stipulates “all pilots-in-command shall at the time of entering hold an F.A.I. Silver Badge or higher award”.

Motion: Rule 2.1.1 be amended so that qualification for entry into the National Championships is not Silver C, but rather that “pilots-in-command must have previous competition experience ([at least] Regionals or similar)” – D Dickinson / T van Dyk CARRIED.

#### 3. “Ops Normal” Calls

In order to aid narrowing search areas in the event of a missing aircraft, the periodic “operations normal” flying reports were discussed. It was generally felt that map & grid location systems were too complicated, fallible, and would create excessive work for competition organisers. Calling the task leg number with each report was considered as the simplest, most efficient method for narrowing location without compromising racing secrecy.

Motion: That a rule be created to require that “operations normal” reports include the task leg the pilot is currently flying – T van Dyk / R Biggar CARRIED.

#### 4. Selection of Representatives for International Championships

The MOAP Section 1-8-2 was read. It is considered by the SRC & GNZ Executive that current selection procedures are outdated. Guidance from the assembled pilots was sought regarding what revisions to the selection process were necessary.

Discussion was varied – it was felt by many that the meeting was not the proper environment for such a subject. Eventually it was agreed the SRC and GNZ should have preliminary discussions on the matter and bring more specific ideas to the pilots meetings over the 07/08 season.

One specific issue that was discussed was the prioritisation of selection (1-8-2.5). It was noted that this rule implies that priority of funding should be given towards Standard & Club class bids. The ensuing discussion was ambivalent. Opinions included:

Retaining the status quo.

Dropping all class prioritisation for selection.

That funding should be given to all selected representatives.

That funding priority should be given to pilots most likely to win.

Selection & funding should be aimed towards developing pilots.

There was considerable discussion on the election of pilot representatives and the timing of the selection process itself (refer to MOAP 1-8-2.2). The current process implies that the pilot representatives for the selection panel must be elected at the pilots meeting during the nationals. Therefore the selection process should occur after the relevant National championship. Some members thought that this constraint did not allow sufficient time for NZ representatives to adequately plan a world championship bid. Other pilots replied that this was the historical “norm” and that it would be unfair for selection to occur otherwise.

The following motion was put:

That the SRC recommend to GNZ that section 1-8-2.5 of the MOAP be deleted – B Hunter / T van Dyk CARRIED.

*[NB: It was highlighted by M Stevens that to implement this change, the SRC needs to prioritise action as the next MOAP amendment is scheduled in October.]*

## 5. Competition Classes

Motion: That the PW5 class be incorporated into the sports class – T Atkins / R Gaddes CARRIED, (16 – 1).

*[NB: The original intent and wording of this motion was disputed. P Schofield highlighted that the intention was to eliminate duplicate “day prizes” whilst retaining an overall PW5 trophy/champion and Sports trophy/champion. As the motion stands, the Sports class will consume the PW5 class, hence leaving one scored “Sports” class. However, PW5 trophies can be awarded additionally, subject to availability and organisers’ discretion.]*

Motion: That the 15M & Standard classes shall be combined – T van Dyk / D Dickinson

Concerns over the recent quality and number of competitors in the 15M & STD classes were raised. It was suggested that a larger combined “15M Performance” class would be beneficial to the overall quality and liveliness of sailplane racing in NZ. However, it was also pointed out this would push NZ out of line from international format. Some members also felt the performance of flapped racing sailplanes was significant enough that a combined class would unfairly disadvantage the genuine Standard class competitors. There were also safety concerns regarding a large combined class. Such a class would rarely be positioned at the front of the grid, and on marginal days the onus would always be unfairly placed on other classes to be “sniffers”. Another point raised was that a larger class would mean long starting delays for some pilots as the remainder of the class is launched. LOST, (2 – 15).

Motion: That the 15M & Standard classes may be combined without limit on number – G White / D Dickinson CARRIED.

*[NB: Actioning this motion requires the revision of rule 1.2.1. The adjusted rule should permit organisers + CD to race a large class without forcing a small number of 15M pilots from race in a separate, less lively competition class.]*

## 6. Finish Ring

In response to the death of a photographer at the 2005 Junior World Champs in England, the BGA and FAI Gliding have both published rules and made recommendations relating to procedures for competition finishes. It was suggested by the SRC that NZ needs to react responsibly to these recommendations and should instigate changes that address the problems of low energy finishes. The suggestion was for a trial period of two seasons where 2km/500ft circular finish lines would be used in all GNZ sanctioned contests.

A letter from R Edwards (absent) was read by D Dickinson. The summarised argument in the letter was that the contest sites and the competition pilots in NZ did not produce particularly dangerous low-energy finishes. Mr. Edwards also noted that CDs & organisers currently had the ability to use finish circles but felt the problems associated with the circles were just as significant as with traditional line finishes. Overall Mr. Edwards advocated the status quo but was receptive to reasoned debate.

Some assembled pilots pointed out that the finish ring seemed to be an issue most relevant to competitions held at Omarama, and that a “ring” at other sites would be inappropriate. Most pilots thought that the status quo was not only the safest and most widely used procedure, but were also worried about losing “hard” visual references if finish rings were adopted.

Motion: To maintain the status quo regarding competition finishes – P Schofield / T Terry  
CARRIED.

## 7. Competition Dates

It was announced that competition dates for the ensuing seasons had been updated and were published on the GNZ website. These dates were accepted – T Terry / D Dickinson

*[See appended chart for sanctioned contest dates.]*

## 8. Club Class

R Gaddes proposed that to bolster the quality of the Club class the handicap cut-off should be raised beyond the current 0.98. The suggestion was to allow any unballasted entry. Time constraints on the meeting were pressing and so it was decided the idea should be properly discussed at pilots meetings in the coming season.

The meeting closed at 12:24 pm.

**GLIDING NEW ZEALAND**  
**Annual Meeting – 15 June 2008 – 9:30 am**

**Agenda**

1. Apologies
2. Establishment of Proxies
3. Approval of Minutes of the Annual Meeting 24 June 2007
4. President's Report for the Year Ended 31 March 2008
5. Confirmation of new-format accounts for the year ended 31 March 2007
6. Statement of Accounts for the year ended 31 March 2008
7. Reports of Executive Officer, Committees and Trusts
8. Remits
9. Calendar of Flying Events
10. Membership applications
11. Budget and Affiliation Fees
12. Elections (nominees in brackets)
  - President (George Rogers)
  - Vice President (Nigel Davy)
  - Two Executive Members (Ralph Gore, Mike Dekker)
13. Confirmations of appointment of Officers and Committee Chairs


Executive Officer / Secretary	Max Stevens
Treasurer	Bruce Cunningham
Hon Auditor	Deloitte
Hon Solicitor	Rob McInnes
Quality Manager	Ross Taylor
Central Register Manager	John Roake
National Operations Officer	Doug Hamilton
National Airworthiness Officer	Roger Harris
Awards Officer	TBA
Chairman Airspace Committee	Trevor Mollard
Chairman Sailplane Racing Committee	TBA
National Publicity Coordinator	Steve Tollestrup
Webmaster	George Wills
Medical Adviser	Dr Graham Robinson
14. Date and Venue of the Next Annual Meeting (14 June 2009)
15. Closure

## **GLIDING NEW ZEALAND INC**

### **Minutes of the Annual Meeting Held at the James Cook Grand Chancellor Hotel, Wellington Sunday 24 June 2007, Commencing at 0930h**

*The President opened the meeting to order by requesting those present to stand and observe a moment of silence in honour of friends and colleagues lost in the previous year.*

#### **PRESENT:**

Mr GG Rogers (President) presided over an attendance of 48 members of the following affiliates:

Auckland Aviation Sports, Auckland, Canterbury, Clutha Valley, Gliding Hutt Valley, Gliding Manawatu, Gliding South, Gliding Wairarapa, Hauraki, Hawkes Bay, Marlborough, Matamata Soaring Centre, Nelson, Norfolk, Omarama Soaring Centre, Piako, South Canterbury, Taranaki, Taupo, Tauranga, Wellington.

**Committees and officers represented:** Airspace, Airworthiness, Awards, Executive, Executive Officer, Operations, Publications, Treasurer, Webmaster.

**Proxies:** The following proxies were admitted:

Central Otago	Mr T Jones
Glide Omarama	Mr M Stevens

**Late Delegates/Proxies:** The following delegates and proxies, having been advised later than the deadline set by Rule 24, were nevertheless admitted:

Gliding Wairarapa	Mr J Bicknell
Hauraki Aero Club	Mr E Gosse
Kaikohe	Mr J Roake (proxy)
Rotorua	Mr R Gore (proxy)
Whangarei	Mr R Gore (proxy)

#### **APOLOGIES:**

Apologies for unavoidable absence were accepted from the following individuals:

Messrs G Wills, S Tollestrup, B Flewett, G Harrison, J Wilkinson, R Edwards, S Wild, T Flewett, B Peacock, D Crequer and T Shields.

#### **MINUTES:**

Minutes of the Annual Meeting held on 11 June 2006 were **adopted** as a true and correct record and signed by the Chairman.

Executive/Aviation Sports      **Carried**

## **PRESIDENT'S REPORT:**

The President noted his heartfelt appreciation to all members of the Executive, Officers and Committees for their contributions to the sport. He proposed a special vote of thanks to Mr J Roake for his extraordinary contribution to gliding in numerous roles over many years.

Much of the energy of the Executive and Committees went into meeting GNZ's responsibilities in managing gliding, which could be largely unnoticed but time consuming. However, the Executive sought to improve opportunities for local initiatives to succeed, such as Youth Glide Omarama and courses for Instructor and cross-country pilot development.

2006-7 had been the best recruitment year for some time, but resignations meant the net gain was minimal. Retention needed to be addressed through collaborative efforts between GNZ and its member organisations.

There had been progress in reviewing the Rules (Constitution) to ensure they meet future needs, and amendments would be proposed by way of remit in due course.

On the motion of the Executive, seconded by Wellington, the report was **adopted**.

## **STATEMENT OF ACCOUNTS:**

The accounts showed surplus of \$12,142 as compared with a deficit of \$6,040 for the previous year.

Mr Davies advised the meeting that the accounts needed to be re-presented in a more modern format to current accounting standings. The 2005 and 2006 accounts had been presented to the auditors accordingly, and were passed without qualification. The new version of the 2007 accounts would be circulated to affiliates for acceptance. The issue was one of presentation only, as the accounting figures would not change.

Taranaki commented that GNZ should investigate boosting sponsorship funds to help raise the profile of gliding.

On the motion of the Executive, seconded by Clutha Valley, the accounts for 2006-2007 were **left in abeyance**, to be confirmed at the 2008 AGM.

## **REPORTS OF COMMITTEES:**

**Reports had been pre-circulated to all members.**

### **Executive Officer:**

On the motion of the Executive, seconded by Southland, the report was **adopted**.

### **Airspace:**

Gliding Hutt Valley declared that it was not prepared to accept the report because it had been subjected to adverse airspace changes, which it felt were due to inadequate communications with the Airspace Committee. The Executive undertook to look at the processes involved to ensure that affiliates were better informed in future about proposed airspace changes.

On the motion of Whangarei, seconded by Piako, the report was **adopted** with dissenting votes by Hutt Valley and Hawkes Bay noted.

**Membership Statistics:**

On the motion of the Executive, seconded by Wairarapa, the report was **adopted**.

**Airworthiness:**

On the motion of the Executive, seconded by Wairarapa, the report was **adopted**.

**Awards:**

Mr Wisnewski made a plea for clubs to dispose of obsolete claim forms, as use of these significantly added to his workload, which approached ten hours per week in the peak of the soaring season. A vote of thanks to Mr Wisnewski was proposed from the floor, and was greeted with acclamation.

On the motion of the Executive, seconded by South Canterbury, the report was **adopted**.

**Operations:**

Taranaki commented that no accident or incident information had appeared in the Gliding Kiwi for some time. Mr Hamilton undertook to remedy this situation.

On the motion of the Executive, seconded by Nelson, the report was **adopted**.

**Ian Pryde Memorial Trust Fund:**

On the motion of the Executive, seconded by Matamata Soaring Centre, the report was **adopted**.

**Gliding New Zealand Roake Trust:**

On the motion of the Executive, seconded by Matamata Soaring Centre, the report was **adopted**.

**Publicity:**

On the motion of the Executive, seconded by Aviation Sports, the report was **adopted**.

**Quality Manager:**

On the motion of the Executive, seconded by Wellington, the report was **adopted**.

**Sailplane Racing Committee:**

It was noted that the minutes of the 2006 Pilots' Meeting had not been included in the Annual Report booklet, as had been agreed last year. This was an oversight that would be corrected next year.

On the motion of the Executive, seconded by Clutha Valley, the report was **adopted**.

**Webmaster:**

Mr Atkins' untiring efforts on the GNZ web site were noted with acclamation.

On the motion of the Executive, seconded by Piako, the report was **adopted**.

**REMITTS:****1. South Canterbury Gliding Club**

That no further funding be allocated to support attendance at FAI gliding meetings.

*Comment: We currently spend in excess of \$6,000 per year supporting delegate travel to these meetings. FAI gliding contributes nothing to improving membership levels. Our money is better spent increasing domestic promotion around the Big Day Up or similar.*

*It should also be noted that despite the hundreds of thousands of dollars sucked out of funding organisations to support the Grand Prix our membership continues to decline.*

The remit **lapsed** for want of a seconder.

## **2. Piako Gliding Club**

That Gliding New Zealand effect the development of training support materials for the full training syllabus over a two year timeframe. At the least these should comprise “Fact Sheets” to support all elements of the full training syllabus, and video lectures for use in courses.

*Comment: One key element to the long term health of the gliding movement is high quality training delivered in a consistent and professional manner. Whether delivered by volunteer or paid instructors it is important to have:*

- *Consistency of delivery between instructors and between locations*
- *Efficiency in the delivery of information*
- *Materials available to students to support different learning styles*

*The move to the new training syllabus has highlighted the lack of training materials to support ab- initio training, and post-solo training. Without these support materials the workload on instructors is significantly increased, the quality of instruction delivered may be reduced, and it becomes more difficult to achieve consistency between locations and even between instructors within a site. The minimum package of support materials required is:*

- *“Fact Sheets” to support individual elements of the GNZ training syllabus*
- *Video lectures providing the lecture component of the GNZ training syllabus*

*This package will:*

- *Greatly reduce the workload on individual instructors*
- *Increase the theory component many students are receiving*
- *Enhance the consistency of information being delivered to students, improve their training outcomes and their satisfaction*
- *Act as a training resource for instructors to improve instructor quality including enhanced consistency, and help to improve instructor satisfaction*

*There has already been progress made in the development of Fact Sheets to support the training syllabus. The Fact Sheets developed by Roger Read currently cover the entire Ground Handling syllabus, and approximately 2/3 of the A-Certificate syllabus – and have been very well received by the students and instructors who have used them. Unfortunately availability of the Fact Sheets that have been completed is severely restricted due to an ongoing need for graphic artist input to get around copyright issues with some of the illustration material.*

*These support materials are urgently required. A useful timeframe for the completion of a package of support materials:*

- **2007-08:** *Completion of Fact Sheets to support Ground Handling, A-Certificate, and B-Certificate syllabi; and development of video lectures for the Ground Handling and A-Certificate syllabi.*
- **2008-09:** *Completion of all Fact Sheets and video lectures supporting the full training syllabus.*

*It is important to note that there is a need for these support materials regardless of the outcome of the debate over volunteer vs professional instructors:*

- In order to continue to rely on volunteers to provide the majority of training Gliding New Zealand must provide support to reduce the workload required of them, and to give them the opportunity to provide a high quality product to the students.*
- If on the other hand there is a significant shift towards professional training and training organizations, then support materials will be one of the keys to Gliding New Zealand maintaining its relevance and not becoming subordinate to the new training organizations.*

*The creation of these training materials will require significant effort. This is not a trivial exercise, and will require investment by Gliding New Zealand - especially to ensure that materials are made available quickly. It may also be important to focus on content over sophistication of presentation in order to produce the necessary range of materials in a timely and cost-effective manner.*

*Various business models can be put around this, but the development of these materials must be viewed as a crucial long term investment by Gliding New Zealand in the future of our sport.*

In discussion, the very high potential cost of videos was recognised and it was suggested that simple video recording of good lectures would be acceptable as a first step. It was felt that quality control and ongoing maintenance could be done voluntarily but, as writing needed to be funded, there was a good case for pursuing sponsorship. Messrs Gosse, Roake and Atkins offered their personal assistance in actioning the remit.

On the motion of Piako, seconded by Auckland, the remit was put to the meeting and **carried**.

### **3. Executive Committee**

That the following entrance fees and annual subscriptions be adopted for 2007/2008.

#### 1. Annual Subscriptions:

##### (A) GNZ Full Members.

An affiliation fee at the rate of \$87.75 (including GST) for each flying member of the GNZ Full Member struck as follows;

- Flying members on the Central Register at 31 October in any Year.
- Flying members joining between 1 November and 31 January = 100% of Affiliation Fee, joining between 1 February and 30 April = 50% of Affiliation Fee, and joining between 1 May and 30 June = 25% of affiliation fee.

The Annual Subscription for a new GNZ Full Member granted provisional membership by the Executive Committee shall be calculated according to (A) (ii).

A flying member, with membership of more than one GNZ Member, shall declare a primary GNZ Member through which the Affiliation Fee will be paid.

##### (B) GNZ Associate Members.

An affiliation fee at the rate and struck as for one flying member of a GNZ Full Member.

##### (C) GNZ Annual Group Members

An affiliation fee at the rate and struck as for one flying member of a GNZ Full Member except for the Air Training Corps Association of New Zealand, which shall pay a Subscription of \$385.00 (including GST).

(D) GNZ Commercial Members.

- (i) *An affiliation fee for each flying member of the GNZ Commercial Member at the rate and struck as for a GNZ Full Member.*
- (ii) *For Members of Glide Omarama and Southern Soaring a fee of \$3,375 (including GST).*
- (iii) *For any other organisation admitted to GNZ Commercial Membership a fee set by the Executive Committee having regard to the membership application and/or business plan of the applicant for the year of application. Subsequent Subscriptions shall be set by AGM.*

(E) GNZ Soaring Centre Members.

*An affiliation fee at the rate and struck as for one flying member of a GNZ Full Member.*

*[Definitions: For the purposes of determining the payment of a GNZ affiliation fee, a flying member is a person under training (not yet solo) or a person acting as pilot-in-command of a glider or powered glider in NZ. Trial flight participants are excluded. Tow pilots flying club-operated tow planes, winch and auto-launch drivers, and GNZ Engineers (non-LAME) shall be treated as flying members for affiliation fee purposes. A visiting foreign pilot, being a non-NZ resident qualified to fly gliders or powered gliders in their home country and wishing to fly as pilot-in-command in NZ for a period of up to three months, is excluded from the preceding definition of flying member but shall pay the fee prescribed in the GNZ Manual of Approved Procedures, Section 1-3.]*

*[Note: The remit adopted at the 2006 AGM "Junior Member GNZ Affiliation Fees" confirming the Fifty-percent and the Full Scheme concessions shall continue to apply for the 2007/2008 year.]*

2. Entrance Fees:

An organisation admitted to membership of GNZ shall pay an entrance fee of \$87.75 (including GST), payable on granting provisional or confirmed membership.

*Comment: Clause 8 of the GNZ Rules, provide that the Entrance Fee and Annual Subscriptions payable by each class of membership shall be fixed by annual general meeting.*

*The Executive recommends that the Annual Subscriptions payable for the 2007/2008 year be maintained at rates applying for 2006/07.*

*The Remit passed at the 2006 AGM relating to concessions for Junior members will continue to apply to those 18 and under. Clubs continue to have the option about the level of concession support to their Juniors (the 50% Scheme or the 100% scheme).*

In discussion it was noted that custom and practice was that trial flights did not attract GNZ affiliation fees. Also, there was perhaps a need for a short-term membership of about three months to provide for flying training courses. The Executive undertook to consider these matters during the proposed update of the Rules.

On the motion of the Executive, seconded by Piako, the remit was put to the meeting and **carried.**

#### 4. Executive Committee

That subscribing to a dedicated official magazine be compulsory for flying members as defined for the purposes of annual subscriptions, and that this decision should stand for five years.

Comment: It is appropriate that agreements and understandings regarding the Official Journal be confirmed or reviewed at least five yearly. The Executive has commenced such a review and concluded that critical to any detailed consideration of options is confirmation that GNZ Members support ongoing mandatory subscription to such a journal or magazine.

*Given the numeric size of the NZ gliding population, the issue of mandatory versus optional subscription has a determining impact on the ability to conclude a satisfactory agreement with a publisher.*

*“Concessions” made available to Junior Members regarding an Official Journal would continue in accordance with the 2006 remit relating to Juniors.*

*The incoming Executive will move the review forward when the decision of the AGM on the remit is available to guide decisions.*

*The remit is framed to continue the existing regime that the Official Journal be mandatory. This was last affirmed by the AGM in 2001.*

In discussion it was clear that the agreement with a publisher needed to be transparent. The basic question was whether an ‘official’ magazine was desired or not and, if so, whether it was agreed that the subscription should be part of the affiliation fee.

Recognising that there could be more than one tender for publishing an official magazine, the question arose as to the proprietary nature of the name, ‘Gliding Kiwi’. Mr Roake advised that this name was originated by a Mr Ralph Court and had been carried on by tradition for many years without the need for declaring proprietary ownership.

On the motion of the Executive, seconded by Piako, the remit was put to the meeting and **carried by 47 votes to 5**.

Taranaki advised that in their view the content and presentation of the present Gliding Kiwi was very good and the effort involved was worthy of note. The meeting acknowledged this by way of acclamation.

#### CALENDAR OF FLYING EVENTS:

The meeting approved the following dates for sanctioned competitions:  
Executive/Wellington

Year	Event	Site	Practice	First Day	Last Day
2007	South Island Regionals	Omarama	10 November	11 November	17 November
	Northern Regionals	Matamata	24 November	25 November	1 December
2008	Omarama Cup	Omarama	--	29 December	5 January

	National Championships including Sports Class	Matamata	3 February	4 February	15 February
	Central Districts	Masterton	1 March	2 March	8 March
	South Island Regionals	Omarama	15 November	16 November	22 November
	Northern Regionals	Matamata	29 November	30 November	6 December
<b>2009</b>	National Championships excluding Sports Class	Omarama	4 January	5 January	16 January
	Central Districts	Waipukurau	24 January	25 January	31 January
	Sports Class Nationals (duration TBA)	Matamata	16 or 21 February	17 or 22 February	1 March
	Matamata Soaring	Matamata	21 February	22 February	1 March

### **ANNUAL GROUP MEMBERSHIP:**

It was resolved that the Annual Group Membership of the NZ Air Training Corps be renewed for another year. Executive/Taranaki **Carried**

It was resolved that Otago Gliding Club be admitted as a Full Member. Executive/Clutha Valley **Carried**

### **BUDGET:**

Budgeted income for the year amounted to \$104,100 with affiliation fees of \$74,300 including \$6,000 income from additional members joining during the year and \$6,000 in fees for Commercial affiliates.

Expenditure was budgeted at \$112,600, resulting in a budgeted deficit of \$8,500.

It was proposed that the budget be approved. Executive/Canterbury **Carried**

### **ELECTIONS:**

**Executive Member:** There was one nomination for the vacancy, Mr Tom Davies (Wellington/Aviation Sports).

With acclamation, **Mr Davies was elected** for a further two-year term.

### **CONFIRMATION OF APPOINTMENTS:**

It was resolved that the following appointments be confirmed: (Executive/ Clutha Valley)

Executive Officer / Secretary	Max Stevens
Treasurer	Bruce Cunningham
Honorary Auditor	Deloitte
Honorary Solicitor	Rob McInnes

It was resolved the following be confirmed in their respective roles: (Executive/Wellington)

Quality Manager	Ross Taylor
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National Operations Officer  
National Airworthiness Officer  
Awards Officer  
National Airspace Officer  
Convenor Sailplane Racing Committee  
National Publicity Officer  
Webmaster  
Convenor Publications Committee  
Medical Adviser

Doug Hamilton  
Ian Haigh  
Nick Wisnewski  
Grae Harrison, then Trevor Mollard  
Ben Flewett  
Steve Tollestrup  
Trevor Atkins  
John Roake  
Dr Graham Robinson

Gliding Hutt Valley wished their dissenting vote to the confirmation of the National Airspace Officer, G Harrison, to be noted.

### **GENERAL BUSINESS**

There was a discussion about the need for a special syllabus for cross-country courses, but the meeting felt that this should be considered in the context of the successful Piako remit.

The concept of a “framework” for running cross country courses was seen as beneficial in supporting delivery of the relevant modules of the training syllabi.

### **2008 ANNUAL MEETING:**

It was agreed that the next meeting be held in Wellington on 15 June 2008, with other venues in addition to the James Cook Grand Chancellor Hotel being considered.

Executive/Upper Valley **Carried**

An improvement sought was a roving microphone. A show of hands indicated that a lunch option after the AGM should also be provided.

**The President declared the meeting closed at 1206h.**

Read and adopted as a true and correct record this            day of            2008

Chairman

### **AWARDS AND TROPHIES – RECIPIENTS 2007:**

Angus Rosebowl	Mr Tom Anderson, Taupo
Friendship Cup	Mr Trevor Terry, Taupo
AirNZ Soaring Award	Mr Murray Wardell, Auckland
AirNZ Cross Country – Open	Mr Murray Wardell, Auckland
AirNZ Cross Country – Sports	Mr Murray Wardell, Auckland
Buckland Soaring Award – NI	Mr Adrian Blum, Tauranga
Buckland Soaring Award – SI	Mr Dane Dickinson, Wellington
CFW Hamilton Trophy	Mr Murray Wardell, Auckland
Rothmans Challenge Gold Cup	Not awarded.

## ***PRESIDENT'S REPORT FY 2007-2008***

**Trevor Atkins:** In opening it is sad but appropriate to reflect on the loss of Trevor Atkins. It was a pleasure to work with Trevor, initially on the GNZ Executive and latterly, when Trevor decided to come off the Executive and devote his considerable energy and skills, as our Webmaster.

Trevor made a magnificent contribution to our national movement particularly in the Webmaster role, where he left us with a Website that has great credibility and has served us well.

Our thoughts are still with his wife Julie, who unfortunately cannot be with us today, and Trevor's family, many gliding associates and friends.

**Appreciations:** Ross Biggar completes a two year term as our Vice President, but is not available to continue on the Executive. A vote of thanks is well due to Ross for his contribution in the VP role.

Ralph Gore and Gavin Wills also complete two year terms on the Executive and are willing to accept reappointment. With Tom Davies, Ralph and Gavin bring a wealth of experience in various aspects of our gliding environment and expertise in a range of areas that is really valuable to the Executive and the issues to be managed. The team deserve our thanks.

Max Stevens as Executive Officer, provides invaluable support and brings a wealth of expertise to the Executive which attracts considerable credibility in the management of Gliding on our behalf.

Bruce Cunningham our Treasurer, is an institution in the management of our not inconsiderable financial resources.

**Committees:** As we are all aware, GNZ can only operate through the energy and dedication of those who take roles in a relatively wide and sometimes specialised range of Committees.

Each of these plays a critical role in our overall organisation and in meeting our constitutional or rules based requirements in managing our sport.

To each member of each Committee must go our grateful thanks for their efforts on our behalf and for the often significant contribution of their "disposable time" to our benefit. Without these volunteers we would simply not be able to manage gliding in the way we do.

The Volunteer based regime is coming under increasing pressure as time becomes an ever increasingly precious commodity. It can be anticipated that the availability of people to undertake key roles will be one of the real problems we need to manage into the future.

Increasing paid staff may be a future alternative but at a cost. From what I see of the way the Gliding Federation of Australia operate they rely more heavily on paid staff and spent over \$200,000 a year on employee and office expenses.

The Executive needs the support of Clubs in identifying volunteers for various roles if we are to avoid the alternative.

**Airspace:** Probably the biggest challenge faced during the year was the review of North Island airspace, the "use it or lose it" policy regarding General Aviation Areas, and ongoing issues about Central Otago airspace. We all well know that airspace is vital to our operations and we are thus dependant on the work of our Airspace Committee and the efforts of clubs. It is clear that such reviews are virtually ongoing and we must devote considerable resource to ensuring we get fair hearings in deliberations.

Trevor Mollard took over the National Airspace Officer role from Grae Harrison during the year, with Trevor and Grae working closely with other Airspace Officers.

I had the opportunity to work with Trevor and Grae, particularly in the NI Review, and believe we are well served with the expertise and presentation skills the team brought to bear. While we did not achieve the outcomes we sought, and that is mainly a reflection of the consultation approach, the effort that went in was extraordinary.

One area where I believe we must improve our ability to input into reviews is the recording of quality information, the hard facts, about our airspace use. Arguing to retain airspace without good information, about such as the numbers of time GAAs were opened and how many gliders were operating in them, works against us.

However, the burden of tracking and reporting such information can be considerable.

**Civil Aviation Rules:** There were a number of CAR projects during the year that required attention from us. We need to continually ensure that we meet requirements of CAR Part 149, under which we hold certification as the Aviation Recreation Organisation empowered to manage Gliding. Our current certificate expires in July 2009 and we will need to go through the recertification process before then.

**World GP Final, Omarama, December 2007:** New Zealand and GNZ were selected to host the First GP final at Omarama.

Delivering a well organised and regarded GP was relatively straightforward and considerable international goodwill amongst the gliding fraternity resulted.

On the local scene, while it is difficult to draw firm conclusions about the promotion and publicity benefits to our member organisations, the exposure gliding got in the media was considerable.

It is pleasing to report at the end of the day, that the costs of the GP were fully recovered. The RNZAC took a role in managing the flow of funds and this worked well and sensibly. Overall costs were slightly over \$47,000 with major elements going to the local gliding scene for such as aero-towing, and airfield and facilities use.

**SPARC:** Again SPARC provided valuable financial support which was used mainly to cover expenses of our operations team. This assists materially with instructor development and with meeting our internal control requirements.

Integration with SPARC Goals for participation in sport and reporting on our achievements is key to this ongoing relationship.

**NZ Aviation Federation:** GNZ continues to participate as a founder member of NZAF. NZAF, from dividends on shares held in Aviation Services Group Ltd, made a contribution of \$3,000 to GNZ. This money was deployed to Youth Glide Omarama for support to GNZ presence at the Air Games at Wanaka and to the Instructor Development fund.

**Instructor and Cross Country Courses:** It was pleasing that we were able to contribute almost \$3,000 towards the costs of two instructor courses and two cross country courses during the year. A useful fund has accumulated to support these in the future.

**Membership and the Club Scene:** Reviewing and comparing numbers of individual members at the October subscriptions indicates that;

- 13 Clubs grew membership
- 13 declined in members
- 1 stayed the same
- Adult members stayed the same overall

- Junior Members increased to 62 (from 33), an increase of 88%.

We are continuing to work quite hard to hold our own.

**Awards:** Nick Wisnewski has relinquished the Awards Officer role because of family commitments. We extend our thanks to Nick for his contribution in the role over a number of years.

At the time of writing we are still seeking a volunteer to step into this role.

**International Team Selection:** The year saw the process select Ben Flewett and Dane Dickinson to compete in the Standard Class Worlds at Reiti in July 2008. Sue Wild is Team Manager.

Ross Drake will compete in the 15metre class Worlds in Germany in August.

From the World Championship Income Fund just on \$12,000 has been provided to assist with entry fees and costs and the Roake and Pryde Trusts are providing a further \$8,000 for the Standard Class competitors.

I am sure you join with me in wishing the team well for good and successful contests.

**Remits 2007:** Unfortunately progress cannot be reported in achieving the remit sponsored by Piako in 2007 seeking the development of training support materials. Other priorities and events precluded progress but the incoming Executive will review this.

**Closing:** Again I extend my thanks to the volunteers who contribute to the management of our sport, and in doing so help make the job of the President that much easier.

*George Rogers, President*

### **GNZ Office Holders & Committees 2007-2008**

<b>Executive</b>		<b>Central Register Mgr</b>	John Roake
<b>President</b>	George Rogers	<b>Medical Advisor</b>	Graham Robinson
Vice President	Ross Biggar	<b>Awards Officer</b>	Nick Wisnewski
Member	Ralph Gore		
Member	Gavin Wills	<b>Airspace Chairman</b>	Trevor Mollard
Member	Tom Davies	Northern	Ralph Gore
Treasurer	Bruce Cunningham	Central	Grae Harrison
Executive Officer	Max Stevens	Southern	Kevin Bethwaite
<b>Hon Auditor</b>	Deloitte	<b>Sailplane Racing</b>	
<b>Hon Solicitor</b>	Rob McInnes	<b>Chairman</b>	Ben Flewett
		Member	Ross Gaddes
<b>Operations NOO</b>	Doug Hamilton	Member	Dane Dickinson
Northern ROO	Brian Chesterman	Member	Trevor Terry
Central ROO	Ron Raymond	Member	Trevor Atkins
North SI ROO	Ivan Evans		
South SI ROO	Terry Jones	<b>Publicity Coordinator</b>	Steve Tollestrup
		<b>Webmaster</b>	Trevor Atkins
<b>Airworthiness NAO</b>	Roger Harris	<b>FAI Gliding Delegate</b>	Ross Macintyre
<b>Quality Manager</b>	Ross Taylor	Alternate Delegate	Ben Flewett

**GLIDING NEW ZEALAND INC**

**INCOME STATEMENT  
For the year ended 31 March 2008**

Allocation of income and expense items to internal funds

	Total 2007	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		2007 GP		Tasman Trophy	
		2008	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007
<b>INCOME</b>													
79,252 Affiliation fees	77,653	71,546	72,881			6,107	6,371						
- Funding received from Flying NZ	35,472									35,472			
29,400 SPARC grant	16,800	16,800	29,400										
9,334 Interest received	11,331	2,832	2,332	8,495	6,997	4	5						
8,449 Sponsorships and donations	7,549	1,250				4,549	4,949	1,750	3,500				
4,494 Transfer of funds from Sailplane Racing Committee	-												4,494
3,060 Recovery of legal costs (Hororata)	-		3,060										
561 Surplus on sales of badges etc	769	769	561										
480 Engineers fees	569	569	480										
324 Miscellaneous	-		324										
<b>\$135,354</b>	<b>\$150,143</b>	<b>\$93,766</b>	<b>\$109,038</b>	<b>\$8,495</b>	<b>\$6,997</b>	<b>\$10,660</b>	<b>\$11,325</b>	<b>\$1,750</b>	<b>\$3,500</b>	<b>\$35,472</b>	<b>-</b>	<b>-</b>	<b>\$4,494</b>

The accompanying notes form part of the financial statements.

**These financial statements are subject to audit.**



GLIDING NEW ZEALAND INC

STATEMENT OF MOVEMENTS IN EQUITY  
For the year ended 31 March 2008

Total 2007	Allocation of income and expense items to internal funds																	
	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		2007 GP		Tasman Trophy		World Champ Fund		Operations Officers Fund		Special Fund	
	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007	2008	2007
160,923	112,063	99,431	9,807	16,017	(2,252)	(823)	4,819	319	-	-	5,494	-	34,673	34,673	11,100	11,100	206	206
	6,311	14,632	3,528	(6,210)	6,237	(1,429)	(1,204)	3,500			(889)	4,494						
14,987	(3,000)	(2,000)					2,000	1,000			1,000	1,000						
	\$115,374	\$112,063	\$13,335	\$9,607	\$3,985	(\$2,252)	\$5,615	\$4,819	-	-	\$5,605	\$5,494	\$34,673	\$34,673	\$11,100	\$11,100	\$206	\$206
\$175,910	\$189,893																	

BALANCE SHEET as at 31 March 2008

Total  
2007

Total

\$175,910

\$189,893

Accumulated funds

The allocation of these accumulated funds over the various internal funds is shown in the above Statement of Movements in Equity

Represented by:

Current assets

12,295	BNZ - Current accounts	21,284
180,879	BNZ - Short term deposits	182,022
3,172	Sundry debtors	4,135
3,756	Stocks of badges, ropes etc	3,207
200,102		210,648

Fixed Assets

1,151	Equipment at cost less depreciation	501
201,253		211,149

Total assets

211,149

Less Current Liabilities

21,143	Sundry creditors	17,056
4,200	SPARC prepayment	4,200
25,343		21,256

Net assets

\$189,893

The accompanying notes form part of the financial statements.

These financial statements are subject to audit.

Signed on behalf of the Executive Committee

T H L Davies

27 May 2008

## GLIDING NEW ZEALAND INC

### NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2008

#### NOTE 1 - STATEMENT OF ACCOUNTING POLICIES

##### **Reporting entity**

Gliding New Zealand Inc is an entity incorporated under the Incorporated Societies Act 1908. Its financial statements have been prepared in accordance with financial reporting standards applicable in New Zealand and generally accepted accounting practice.

##### **Measurement base**

The accounting principles recognised as appropriate for the measurement and reporting of financial performance and financial position on an historical cost basis are followed by Gliding New Zealand

##### **Changes in accounting policies**

There have been no changes to accounting policies in the year to 31 March 2008

##### **Differential reporting**

Gliding New Zealand qualifies for certain exemptions from reporting standards as provided for by the Institute of Chartered Accountants in its statement *Framework for Differential Reporting* as Gliding New Zealand is not publicly accountable or large in terms of the Framework's criteria. Gliding New Zealand has taken advantage of all available differential reporting exemptions.

##### **Specific accounting policies**

The following specific accounting policies which materially affect the measurement of financial performance and financial position have been applied.

##### **Stocks**

All stocks of badges, ropes etc are valued at the lower of cost and net realisable value. Cost is calculated on the first-in-first-out basis.

##### **Sundry debtors**

Sundry debtors are stated at their estimated realisable value after writing off any debts considered uncollectable.

##### **NOTE 2 - SPARC PREPAYMENT**

A sum of \$4,200 (2007 - \$4,200) received in respect of the three months to 30 June 2008 has been held over until the 2008/09 year.

##### **NOTE 3 - CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES**

There are no capital commitments or contingent liabilities as at 31 March 2008 (2007 - Nil)

##### **NOTE 4 - PRESENTATION OF INTERNAL FUNDS**

In other financial periods the various internal funds maintained by Gliding New Zealand (those listed in the column headings in the accompanying financial statements) have been individually reported upon. The Executive believes that that style of reporting can make it hard for the reader of the financial statements to gain a proper idea of Gliding New Zealand's total revenues and expenditures, and their allocations between the different funds. This year the presentation has been changed to a columnar style in an attempt to show these aspects of the financial statements more clearly.

**These financial statements are subject to audit.**

**GLIDING NEW ZEALAND LOAN FUND TRUST**

**FINANCIAL STATEMENTS for the year ended 31 March 2008**

**INCOME STATEMENT for the year ended 31 March 2008**

2007		
	<b>Income</b>	
8,701	Interest from loans to Clubs	7,187
9,707	Interest from bank deposits	13,698
18,408		20,885
	<b>Expenses</b>	-
18,408	<b>Surplus for the year</b>	20,885
	Accumulated funds brought forward from prior year	319,841
\$319,841	Accumulated funds carried forward	\$340,726

**Notes to the financial statements**

**Accounting policies**

The financial statements of the Gliding New Zealand Loan Fund Trust have been prepared in accordance with financial reporting standards applicable in New Zealand and generally accepted accounting practice. The accounting principles recognised as appropriate for the measurement and reporting of financial performance and financial position on an historical cost basis are followed by the Trust.

There have been no changes to accounting policies in the year to 31 March 2008.

**Specific accounting policy**

The following specific accounting policy which materially affects the measurement of financial performance and financial position has been applied.

**Loans**

Loans are stated at their estimated realisable value after due allowance, if required for amounts considered uncollectable.

**Commitments**

The Trust is committed to providing a loan of \$50,000 to the Wellington Gliding Club subject to receiving appropriate documentation.

Signed on behalf of the Trustees

T H L Davies

27 May 2008

**These financial statements are subject to audit.**

**BALANCE SHEET as at 31 March 2008**

2007		
	<b>Loans to Clubs</b>	
8,000	Omarama Soaring Centre	-
-	Omarama Gliding Club	53,000
30,000	Nelson Gliding Club	5,000
26,667	Southern Soaring Ltd	-
20,000	Taupo Gliding Club	15,000
60,000	Tauranga Gliding Club	40,000
12,000	Wanganui-Manawatu Gliding Club	6,000
156,667		119,000
	<b>Other assets</b>	
15,542	BNZ current account	18,215
143,640	BNZ term deposit	200,104
3,992	Accrued bank interest	3,407
319,841	<b>Total assets</b>	340,726
	<b>Less Liabilities</b>	-
\$319,841	<b>Net assets and accumulated funds</b>	\$340,726

## **EXECUTIVE OFFICER'S REPORT – FY 2007-2008**

**Busy Year with Challenges:** A couple of major challenges faced the Executive during the year. First there was the tendering process for the official magazine, culminating in a five-year contract being awarded to McCaw Media after the evaluation of four tenders received. Then there was the organisation of the 1<sup>st</sup> FAI World GP Gliding Championship, at Omarama, followed immediately by the gliding component of the inaugural NZ Air Games at Wanaka. These events were deemed by our peers to be highly successful, and should stimulate greater public interest in our sport.

Significant efforts during the year by our officers and committees should be acknowledged with our sincere thanks. In particular, the Airspace Committee put a lot into defending the Waikato airspace, our National Publicity Coordinator developed a sustainable promotions plan, our Operations Committee ran a very successful instructors course at Taupo, and our National Airworthiness Officer ran a well attended GNZ maintenance engineers course at Omarama.

**One New Commercial Member:** The Skysailing Company sought commercial membership during the year, operating out of Drury in close association with the Auckland Gliding Club. In accordance with the Constitution, this was granted by the Executive on a provisional basis, and now needs to be confirmed by majority vote at the AGM.

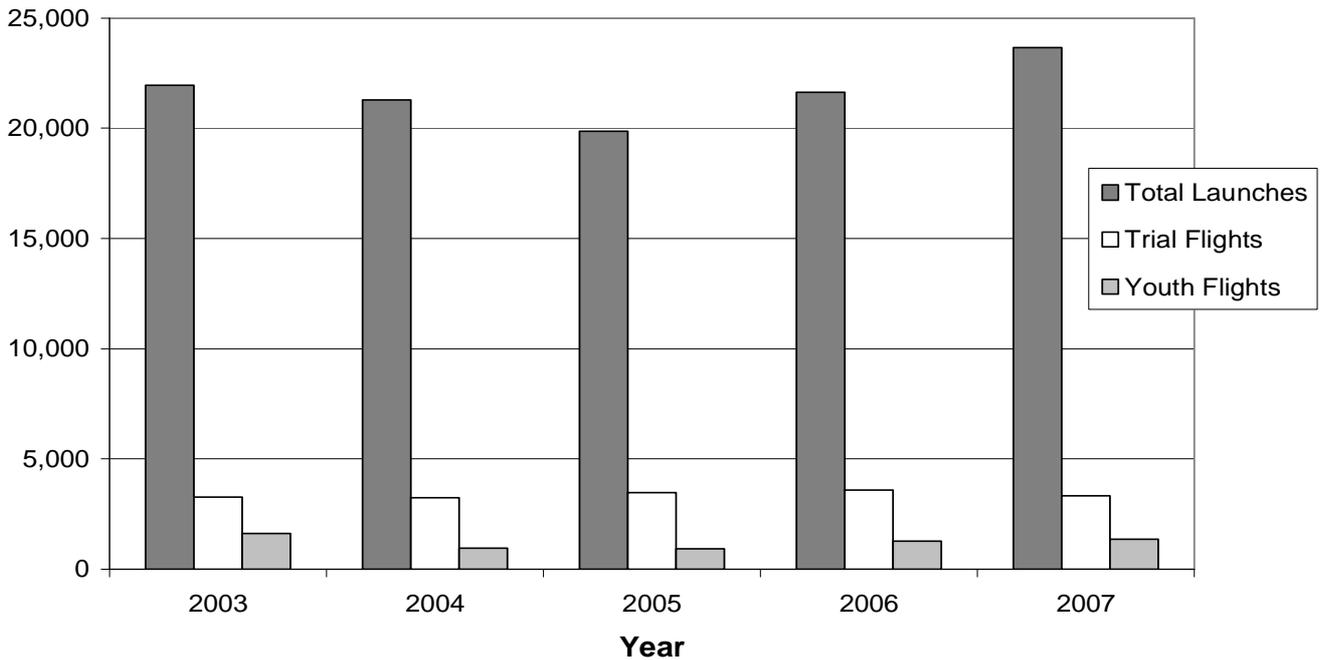
**Manual of Approved Procedures:** A draft amendment to the Manual of Approved Procedures (MOAP) has been prepared and will be promulgated after further updating of officer holders and committees immediately after the AGM. Many amendments are of a general tidy-up nature and aligning the MOAP with changes to CARs, for example Medical Certificate validity periods will increase. A complete list of the amendments will be available on the web site. Hard copies will be circulated to affiliates.

**CAA Rules:** GNZ made a submission to the CAA on the proposed Recreational Pilot Licence (RPL), which is to all intents and purposes the same as a PPL but requiring only a Land Transport NZ medical certificate. CAA proposed a raft of conditions, one of which excluded glider towing. GNZ argued that the potential consequences in terms of death or injury arising from tow-pilot medical incapacitation were likely to be much less than in a flight with a passenger (the rule allows an RPL holder to carry one passenger). Unfortunately, the CAA rejected this argument but on very weak grounds, so we will try again.

The saga relating to the safety regulation of commercial 'adventure aviation' made little progress during the year. In response to a CAA invitation to comment on the sort of requirements that should apply to gliding in an 'adventure aviation' style of operation, GNZ advised CAA that it had greatly overestimated the risk profile of such operations and most of the proposals were not justified. GNZ's view was that, under the regulatory regime envisaged, it seemed most unlikely that any gliding adventure aviation operations would emerge, leaving Part 149 to continue as the principal means of achieving safety goals.

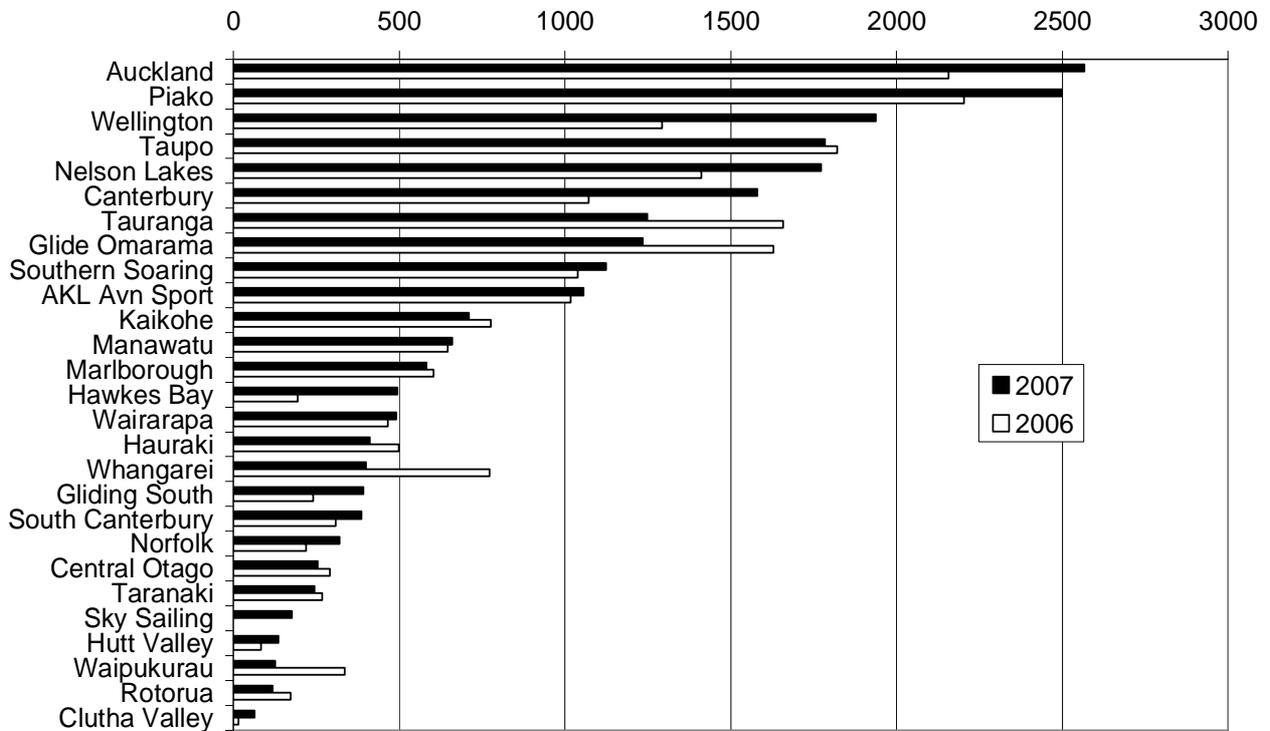
**Activity Statistics:** The following graph shows the number of launches by members in the last five calendar years, with a breakout of trial flights and youth flights. Overall, the number of launches in 2007 was up by 9% compared to 2006. Trial flights were down by 7%. Youth flights were up 9%.

### Five-Year Launch Comparison



The next graph shows the number of launches by members in the last two calendar years, ordered by launches in 2007.

### Calendar 06-07 Launches



**0800 Gliding:** Calls to 0800 GLIDING have declined markedly this year at 749, down some 44% from the previous year. Peak month was May 2007, with 87 calls.

*Max Stevens, GNZ Executive Officer*

## **OPERATIONS COMMITTEE REPORT FY 2007-2008**

From an operations viewpoint it has been a relatively quiet year. The team have been putting their time into visiting clubs and generally keeping an eye on things. The exception to that is the lower North Island region for which we have still not found a replacement Regional Officer. I am not sure what the answer is to solve the problem! It would require a great deal of extra time commitment from the other ROOs to cover all or part of the region as well as their own patch.

Instructor courses were again held in Taupo and Nelson with great results and some “new blood” coming up through the ranks. It has also been great to see a resurgence in ab-initio training at least down south with the revival of the Otago Gliding Club who are doing a majority of their flying from Omarama with a team of youth pilots. The same is happening with the Canterbury club, with a good number of junior pilots swelling the ranks.

A big thanks to all the instructors who have put their time into the training at all levels.

On a sad note we have had two fatal accidents this past season. Both involving pilots flying in competitions. Both pilots were experienced, so it shows that no one is invincible and we need to always be careful whether it be competition flying or fun flying. I have been posting reports for past accidents in the SoaringNZ and I hope you are taking the time to read the notes and take on board the messages within.

As for the paper work that I still haven't seen for some accidents this last season! I have to again remind everyone that there is a legal responsibility to report things. I know of a few major repair jobs that have been required, for which reports have not been filed!

I have nearly finished the second set of QGP papers (I know I said that a while ago too) but it is a pretty big job and a wee computer glitch didn't help. A few CFI's have contacted me for new copies of Paper one, so if your club needs a paper for all you up and coming QGP's, let me know.

Other forms have also have had updates completed and most are posted on the GNZ web site. I should not need to see any more of the old (in some cases very old) forms that have crossed my desk! And please ensure they are legible.

The Ops team will be attending the AGM in June so if you want/need to bend our ear on any issues then you better be there. Just no guarantees that we can solve all of your problems.

***Doug Hamilton, National Operations Officer***

## **NATIONAL AIRWORTHINESS OFFICER'S REPORT FY 2007-2008**

Gees, I have only just got used to it being the year 2008, and already it is the middle of the year!

It would appear that the GNZ Engineers are quietly getting along with their work. This helped no doubt by the fact that modern sailplanes are easy, (although not simple by any means,) to maintain.

As the NAO no longer gets Annual returns from GNZ Engineers, there is no way of keeping records of Annuals and ARA carried out. I do hope that there are none “missing in action”. Remember, it is the owner who is responsible for ensuring his/her sailplane is compliant with CAA rules. This also includes the requirement to ensure that all necessary logbook entries have been made. Both in reference to hours and launches carried out, and to Release to Service statements after maintenance.

Aero tow ropes have been an item of some discussion this past year, and will be discussed at the Engineers' forum on Saturday 14<sup>th</sup>.

Also, the difference between duplicate inspection as per Part 43, and the secondary inspection after rigging. Again, this will be discussed at the forum on Saturday.

I still have a concern as to where the future GNZ maintenance engineers will come from. It has always been my contention that the best people to maintain our sailplanes, is, with the appropriate training, sailplane pilots. Our maintenance engineers are all getting older, much older, with the average now being well into their fifth decade, and some into their sixth, and even some into their seventh decade.

Thus the question, who will maintain our gliders when we retire? We need to encourage much younger people into the maintenance arena. We need to make it worthwhile for them as a full time, lifetime, work. For this reason charge out rates for professional maintenance on our aircraft must be in line with the skills and responsibility equal to the work done. Your local Service Station or Garage will charge you \$60.00 an hour for the junior to rotate the wheels on your car, yet most glider maintenance is carried out at a much lower cost.

I also have a concern in regards to the number of GNZ Class two engineers whom, after a few years, and although still involved in flying, drop out of the glider maintenance role. It is a requirement that the Supplemental Inspection is carried out on appropriate sailplanes at least every 200 hours, the ideal area for the Club Class two engineer.

The result of this drop-out, is that most maintenance work is now done in professional workshops. With little done within the club environment, skills and knowledge do not get passed on. This is not necessarily a problem, providing the workshops take on trainees.

You will note that there is a current rewrite of the MOAP, this includes Part 3, Airworthiness, this is our reference book, please stay current with it.

We currently have a total of 372 registered Gliders/Motor gliders.

***Roger, Harris, National Airworthiness Officer***

### **QUALITY MANAGER'S REPORT FY 2007-2008**

Progress with auditing the delegation areas has not been achieved this year.

The two areas to be audited this year were Engineer Approvals and Operational audits. (Instructor approvals was completed in 2/06)

Unfortunately there are currently no Engineer Approval records available for the last two years, and to-date there have been no operational audits available for auditing.

It is a requirement within our procedures (Advisory Circular Operations Officers) that Clubs are to be visited by the Regional Operations Officer at least once every two years.

I recommended in the last annual report that the Operations Committee take steps to progress this requirement.

A lack of progress in these areas could affect our ability to maintain Part 149 status.

***Ross Taylor, Quality Manager***

## **CENTRAL REGISTER MANAGER'S REPORT 31 MARCH 2008**

The membership report for the year-ended 31 March 2008 shows an acceleration of our declining membership, down a net 34 members or 3.9% when compared with 2007. It will be interesting this year to see whether or not we retain a number of sponsored juniors who will during the year exceed the age limit for sponsorship (under 19).

The GNZ affiliation fee income if retained unaltered will certainly be down.

Non-flying members remain static. The average age of pilots remains constant but our female membership has declined 21%.

The increase in the average age of new joining members is unexplainable. Probably because there has been few new sponsored junior members during the year under review.

The only one encouraging feature to come out of this report is that we have had a much larger number of former members rejoining, indicating that it could be prudent for club committees to try and re-establish contact with their former members and offer them some encouragement to re-join their old club.

	<b>2008</b>	<b>2007</b>	<b>2006</b>	<b>2005</b>	<b>2004</b>	<b>2003</b>	<b>2002</b>	<b>2001</b>	<b>2000</b>	<b>1999</b>
Flying members	814	841	851	876	919	913	920	892	903	911
Flying spouses	14	13	17	17	27	22	17	12	24	23
Junior pilots (paying)	11	19	34	18						
<b>Total fee paying flying members</b>	<b>839</b>	<b>873</b>	<b>902</b>	<b>911</b>	<b>946</b>	<b>935</b>	<b>937</b>	<b>904</b>	<b>927</b>	<b>934</b>
Junior sponsored pilots	36	33								
Non flying members	60	60	67	61	58	81	67	68	75	73
<b>Total members on file</b>	<b>935</b>	<b>966</b>	<b>969</b>	<b>972</b>	<b>1004</b>	<b>1016</b>	<b>1004</b>	<b>972</b>	<b>1002</b>	<b>1007</b>
50 years and over	542	560	562	530	539	555	560	518	481	460
Under 50 years	393	406	407	442	465	461	444	454	521	547
Average age	51.5	51.8	51.2	52.2	51.4	49.9	51.1	48.8	49.2	48.4
Males	894	914	921	929	957	970				
Females	41	52	45	43	47	46				
Loss/Gain in pilot members	-34	-29	-9	-35	11	-2	33	-23	-7	-53
	-3.9%	-3.2%	-1.0%	-3.7%	1.2%	-0.2%	3.7%	-2.5%	-0.7%	
Private owners	269	281	283	279	285	291	281	278	299	308
Instructors	292	291	288	268	232	236	261	260	264	279
Tow pilots	141	150	164	162	160	165	165	155	173	183
New members	153	167	135	118	110	139	179	146	118	133
Old members rejoining	34	13	13	11	16	16	15	15	33	19
Average age of new members	42.6	33.8	36.5	39.3	39.4	38.4	41.8	38.5	41.1	36.3
Left the sport during the year	221	176	151	161	138	143	162	191	156	196
Average age on leaving	43.9	42.9	44.3	44.8	47.1	45.2	43.9	42	43.9	41.1
Time in the sport (years)	5.8	5.8	5.1	5.7	6.1	6.3	5.5	6.6	5.6	4.6
SoaringNZ circulation 1 May 08	921	979	1013	1010	1027	1036	1034	1012	1035	1042

**John Roake, Central Register Manager**

## **AWARDS OFFICER'S REPORT FY 2007-2008**

QGP	25	Another year down, another different year with awards. This year a resurgence of up and comers with the entry level awards booming. Keep it up, Gold flights next!
Silver Height	17	
Silver Distance	14	
5 hour Duration	15	This is mirrored at the top end, a couple of good flying days with four 1,000km flights and several NZ records. Nice to see people enthusiastic for record flights.
Silver C	12	
Gold Height	3	
Gold Distance	3	This year is my last, I have really enjoyed been involved with the awards and it is good to see people getting out there and doing instead of just talking. Thanks to everyone involved.
Gold C	0	
Diamond Height	4	But I have to bring one point up. Applications not been filled in completely or incorrect. This makes my job so much harder and some times annoying. At the moment I have 10-15 jobs sitting around waiting for further information. Of course I will inform these people but that's all I can do, as it's not my job to keep chasing people. I just do not have the time, as during summer the Awards literally flood in. So to make life easy give the Awards Officer what is required; if not don't complain.
Diamond Goal	1	
Diamond Distance	2	
3x Diamond Badge	1	
NZ Record	7	Remember the flight is only half the job done. Good luck for all future flights.
1000km Diploma	4	
Official Observer	3	

***Nick Wisnewski, Awards Officer***

## **AIRSPACE COMMITTEE REPORT FY 2007-2008**

This year saw Grae Harrison stand down as convener of the Airspace Committee. He will however continue in the role as Central Area Airspace representative and will deputize for me during the period when I am overseas each year.

The major task for the committee this year was defending the Waikato Area from a NZ Airways Corporation proposal to promulgate Class D controlled airspace from Thames to Te Kuiti down to 4500 feet. The Committee assisted by the Executive mounted a strong campaign to oppose the NZAC at each stage of the consultative process.

The result as is so often the case is a compromise that involves the use of new General Aviation Areas in the Matamata area. It is important for members to open and utilize these and other GAA's as usage is routinely logged by NZAC. Low utilization is viewed as grounds for disestablishing GAA's. On a more positive note the temporary GAA that was trialled in the Pisa area has been made permanent.

Of particular concern is anecdotal evidence that NZAC is denying access to controlled airspace because of controller shortages or perceived excessive controller workload. Any reports from pilots experiencing such difficulties would be greatly welcomed and would assist the committee in resisting proposals for additional controlled airspace.

In conclusion, access to airspace is a fundamental necessity for cross country soaring. Without it our sport is severely blighted. It will undoubtedly be necessary to defend against further inroads in the future and appropriate funds should be budgeted for this purpose.

***Trevor Mollard, Chairman Airspace Committee***

## **SAILPLANE RACING COMMITTEE REPORT FY 2007-2008**

Sadly, I must begin my annual report with the tragic death of Dr Trevor Atkins. Trev was a huge part of the New Zealand gliding community and was a big part of the Sailplane Racing Committee. Trev was universally popular within the gliding movement and contributed to the sport in so many ways. He will be sorely missed.

2008 saw the 1<sup>st</sup> World Gliding Grand Prix hosted at Omarama. A secondary event, the 2008 World Air Games, was hosted at Wanaka. The event saw considerable media coverage for gliding across NZ and a documentary on the World Air Games has been viewed by over 11 million people across the world. The FAI has aggressive plans for this event over the next two years. If the program is successful it has the potential to greatly assist the media profile of the sport.

FLARM has been a hot topic throughout the year. At the 2007 annual pilots meeting the decision was taken to devolve responsibility for any decision to mandate FLARM to competition organisers. As a result it is anticipated that competition organisers at Omarama may require FLARM to be installed in all competition gliders for the coming season.

In the wake of the tragic 2006 accident in Omarama the SRC has implemented an amendment to the requirement for "Ops Normal" calls. As part of the hourly call each pilot will now be required to state which leg of the contest they are flying. It is anticipated that this will assist in reducing the search area in the event of a Search and Rescue situation.

During the course of 2008 the SRC has drafted a proposed amendment to the process for selection of pilots to represent New Zealand at international competitions. The proposal has been presented to the Executive for ratification and inclusion in the MOAP.

2008 has seen the implementation of a new National Pilot Ranking List. My thanks to Brett Hunter for his work in putting this together. I have had complaints from a number of pilots who feel this list does not accurately reflect the abilities of the pilots appearing on the list. I would stress that the ranking system has been developed with the objective of encouraging pilots to participate in as many competitions as possible.

Pilots assembled at the 2007 AGM took the controversial decision to disestablish the PW5 class and combine PW5s into the Sports Class. I have had correspondence in relation to this decision from pilots not present at the meeting. I have advised them to put together a formal remit to the 2008 AGM.

2008 has seen the Sliver C requirement for entry into the nationals dropped. All Nationals pilots are now required to have previous competition experience in a Regional Championship or similar.

I would like to offer my thanks to Roy Edwards for his considerable efforts in running competitions during the year and for his work in updating the Contest Directors Guide. An updated version of this guide is available on the GNZ website.

Lastly, I am pleased to report the following international results for 2007:

2007 Junior World Gliding Championships – Rieti, Italy

- Dane Dickinson – Standard Class - 8<sup>th</sup> place

2007 Pre-World Gliding Championships – Rieti, Italy

Ben Flewett – Standard Class - 3<sup>rd</sup> place

- Dane Dickinson – Standard Class - 9<sup>th</sup> place

2007 Pre-World Gliding Championships – Luesse, Germany

- Ross Drake – 15M Class – 24<sup>th</sup> place

I believe Dane Dickinson is a rising star on the world gliding scene. Having had the opportunity to fly with him I believe he has both the talent and the determination to rise to the top.

I would like to thank my committee for their work during 2008 and extend my best wishes to all competition pilots for the coming season.

***Ben Flewett, Chairman Sailplane Racing Committee***

### ***NATIONAL PUBLICITY COORDINATOR'S REPORT FY 2007-2008***

GNZ Publicity has been active promoting the sport through regular press releases and publicity opportunities, ensuring a steady stream of gliding news. The year began with Steve Fossett and Terry Delore's 1250 km world record and Dane Dickinson's 8<sup>th</sup> placing in the World Juniors both of which received national attention. Steve Care's 100 km national speed record was covered in Aviation News. In early September news of Steve Fossett's disappearance resulted in numerous media enquiries and forwarding to New Zealand pilots who had flown with him for comment.

Support for both Piako and Hawkes Bay anniversaries as well as Nelson Gliding club's promotional weekend were sought and given. Clubs need to remember that Publicity is available for club's promotional needs and not simply national events or publicity.

In the lead up to the Wanaka AirSports games GNZ Publicity was represented at all pre-event meetings. In the preparation for the event Trevor Atkins, Roy Edwards and myself established a GNZ promotional committee. While the promotion of both the Grand Prix and AirGames was run by Victoria Murray-Orr we worked closely with Youth Glide Omarama to provide an attractive GNZ Promotional exhibit and presence at the event.

Early in the New Year contact was established with B-Sport FM and Kiwi-FM to hold a month long promotional campaign throughout February to replace the Big Day Up. Following a survey of clubs the BDU was considered a risky event due to weather if held on one specific day. The idea of a month long promotion allowed clubs a less intense and certainly more predictable promotional opportunity. The month long promotion had celebrities like Ritchie McCaw, Caroline Evers-Swindell and representatives of the new Zealand gliding movement. This was a 'pilot' and successful to the extent that BSport will run again next year. I should mention that this event was pro-bono without cost to GNZ other than a few trial flights.

As part of the promotional strategy I have started to produce promotional material and displays for clubs and GNZ events. These include indoor 'pop-up display stands and outside banners for trade shows, conferences and club celebrations and using the strap line; *Higher, faster, further – Gliding New Zealand*. Wallet sized invitations to gliding have also been produced. All these will be on display at the June AGM. Special thanks to John McCaw for the excellent photos.

I have been contacted by TV3 and asked to arrange filming in May for a youth special with an emphasis on aviation for Maori and Polynesian teens. I am particularly pleased to have the opportunity for a group like this to be exposed to our sport. It also demonstrates community involvement which can be helpful for club funding.

Like all of us I received the news of Trevor's death with deep sadness and assisted Roy in media management of the accident. Trevor and I worked closely together, almost on a

weekly basis, liaising on media and promotion as well as bouncing ideas off each other. We both shared a common North American camaraderie. Trevor leaves a huge gap in the promotional efforts of GNZ and I want to acknowledge his contribution to our efforts and the success of GNZ publicity.

Thanks for the support of GNZ Publicity and the regular reporting now coming in from clubs.

***Steve Tollestrup, National Publicity Coordinator***

## **WEBMASTER**

*As noted by Steve Tollestrup, our Webmaster Trevor Atkins was very active in promoting GNZ. It may not be so well known that Trevor also gave valuable advice to the Executive on a regular basis. As a topical example, the following is an extract from his last report to the Executive in October 2007.*

**Membership information / Central registry.** The membership information database on the GNZ website is a subset of the Central Registry and is updated “periodically” with information sent by John Roake. This would be a good time to review GNZ’s information policies with regards this most critical information.

1. Backups need to be held by other than the Central Registry manager to ensure disaster management, eg fire.
2. Backups must be in a form that can be utilised, ie in a form such as SQL dump, Ascii CSV files, or Access files which can be imported into most other database packages easily.
3. Consideration should be given to managing the Central Registry data using an Online database such as MySQL. It is also more urgent with the separation of interests between the Central Registry and Gliding Kiwi publication.

*My recommendation* is that the Central Registry should be re-developed as an online database.

***Trevor Atkins, Webmaster***

## **GNZ IAN PRYDE MEMORIAL TRUST FUND FY 2007-2008**

At balance date the value of the Fund stood at \$101,965, down from \$119,171 at the same time last year. The lower figure this year reflects the current New Zealand and worldwide lower value of equities.

The Fund earned \$3,254.37 from dividends and fixed interest. Pilot levies from entries in the National, South Island and Matamata Soaring championships amounted to \$1,170. In July the fund received a grant of \$2,126.30 from the estate of Raymond Brewer who passed away early in 2007. Ray was a keen member of the Auckland Gliding Club and had been gliding since 1957. We regret his passing.

The Fund is making a grant of \$4,000 in support of Ben Flewitt and Dane Dickinson who will be New Zealand representatives in the forthcoming World Gliding Championships to be held at Rieti, Italy. We wish them every success.

***Peter Heginbotham, for the Trustees***

## **GNZ ROAKE TRUST FY 2007-2008**

The year under review has seen the Trust secure a return of 10.64% (which is an increase over last year's rate of 8.8%). This increase was forecast at this time last year and we are predicting a better return for the year ahead of us.

The fund has now grown to \$133,457.82 (from an initial grant of \$5000 in 1974), returning a profit for the year of \$13,077.90. One grant was made during the year. (\$2,500 to Dane Dickinson to compete at the World Junior championships in Italy). Grants totalling \$4000 have already been made in this current year, to pilots competing at Rieti (Italy) in July 2008. We wish them every success.

It is interesting to report that grants since inception have exceeded \$100,000.00

There have been no management expenses against these earnings for the year.

The Trustees have every reason to be proud of their efforts, especially as in the Trust's 34 year history, there have been no administrative charges whatsoever levied against the fund and the trustees have not had one bad investment.

***Trustees: John Roake (Chairman), Peter Thorpe, David Pranker***

## **REMITS RECEIVED as at 25 MAY 2008**

### **1. Hawkes Bay Gliding Club**

*That Gliding New Zealand recognises the validity of equivalent aviation sports Medical Declarations and enters into reciprocal arrangements with other aviation sports bodies.*

**Comment:** One of our members recently flew from another field and was unable to fly because of the uncertainty around the validity of his Microlight Medical Declaration for Gliding. There are an increasing number of pilots involved in more than one type of flying and without clarification their status could be challenged.

To clear up this confusion we should like to move the above Remit.

### **2. Tauranga Gliding Club**

*That Gliding New Zealand replaces its current training syllabus checklists in the MOAP with attached replacements.*

**Comment:** The current syllabus, whilst a great step forward from the previous system, has been in operation for some time and needs upgrading to better reflect the wants and needs of both instructors and students. The upgraded checklists move from a minutae approach of many boxes that need tick/dates/signatures to a more mature approach of getting the student to achieve blocks of knowledge. This will not remove the need to record progress in a pilot's logbook which indeed should continue to be the main training record of activities. This syllabus checklist is to record the more macro progress that a pilot is making towards his or her goals.

It is envisaged that these upgraded checklists will be reviewed and updated bi-annually by the Ops Team after consultation with affiliates.

# A CERTIFICATE TRAINING SYLLABUS CHECKLIST

Pilot's Name: \_\_\_\_\_ Affiliate: \_\_\_\_\_

<p><b>AIR EXPERIENCE / FAMILIARISATION</b></p> <ul style="list-style-type: none"> <li>- Glider familiarisation</li> <li>- Fitness for flight (I'M SAFE)</li> <li>- Strapping in and comfort</li> <li>- Local area famill/orientation</li> <li>- Pre T/O checks (CB SIFT CBE)</li> </ul> <p style="text-align: right;">SECTION COMPLETE .....Date .....</p>	<p><b>WIRE LAUNCH (Note 1)</b></p> <ul style="list-style-type: none"> <li>- Launch procedures</li> <li>- Ground run &amp; liftoff</li> <li>- Rotation and safety climb</li> <li>- Full climb</li> <li>- Top of climb / release</li> <li>- Signals / calls for speed</li> </ul> <p style="text-align: right;">SECTION COMPLETE ..... Date .....</p>
<p><b>CONTROLS</b></p> <ul style="list-style-type: none"> <li>- Handing/taking over control</li> <li>- Principles of flight</li> <li>- Effects of control (Primary)</li> <li>- Effects of control (Secondary)</li> <li>- Turns (up to 30° A of B)</li> <li>- Straight and level</li> <li>- Use of trim</li> <li>- Use of airbrakes</li> </ul> <p style="text-align: right;">SECTION COMPLETE .....Date .....</p>	<p><b>SITUATIONAL AWARENESS</b></p> <ul style="list-style-type: none"> <li>- Lookout / scanning</li> <li>- Collision avoidance</li> <li>- Right of way / etiquette</li> <li>- Use of radio</li> </ul> <p style="text-align: right;">SECTION COMPLETE ..... Date .....</p>
<p><b>STALLING</b></p> <ul style="list-style-type: none"> <li>- HASELL checks</li> <li>- Reduced G familiarisation</li> <li>- Slow speed handling</li> <li>- Stall recognition/recovery</li> <li>- Stall avoidance</li> <li>- Stall with brakes out</li> <li>- Stall in a turn</li> <li>- Incipient spin &amp; recovery</li> <li>- Full spin &amp; recovery (demo)</li> <li>- Spiral dive &amp; recovery</li> </ul> <p style="text-align: right;">SECTION COMPLETE .....Date .....</p>	<p><b>NON-NORMAL SITUATIONS</b></p> <ul style="list-style-type: none"> <li>- Low acceleration on T/O</li> <li>- Low level launch failure</li> <li>- Brake out signal</li> <li>- Wave off signal</li> <li>- Release hang-up</li> <li>- Aerotow upset</li> <li>- No instrument circuit</li> </ul> <p style="text-align: right;">SECTION COMPLETE ..... Date .....</p>
<p><b>AEROTOW LAUNCH (Note 1)</b></p> <ul style="list-style-type: none"> <li>- Launch procedure</li> <li>- Ground roll</li> <li>- Lift off / initial position</li> <li>- Normal high tow position</li> <li>- Release</li> <li>- Out of position recovery</li> <li>- Launch in crosswinds</li> </ul> <p style="text-align: right;">SECTION COMPLETE .....Date .....</p>	<p><b>CIRCUIT</b></p> <ul style="list-style-type: none"> <li>- Wind assessment</li> <li>- Safe speed near ground</li> <li>- Joining</li> <li>- Pre-landing checks (SUFB)</li> <li>- Downwind / base leg</li> <li>- Final approach / aim pt</li> <li>- Flare / landing</li> <li>- Bounce recovery</li> <li>- Correcting if low</li> <li>- Correcting if high</li> <li>- Landing in crosswind</li> <li>- Baulked approach</li> </ul> <p style="text-align: right;">SECTION COMPLETE ..... Date .....</p>
<p><b>A CERTIFICATE</b></p> <ul style="list-style-type: none"> <li>- 3 Safe solo flights .....Date .....</li> <li>- 10 Oral question exam .....Date .....</li> </ul>	<p><b>SOLO FLIGHT</b></p> <ul style="list-style-type: none"> <li>- Medical declaration sighted</li> <li>- Responsibilities as PiC</li> <li>- Handling &amp; performance</li> </ul> <p style="text-align: right;">SECTION COMPLETE ..... Date .....</p>

Note 1: As applicable to the site.

# QUALIFIED GLIDER PILOT TRAINING SYLLABUS CHECKLIST

Pilot's Name: \_\_\_\_\_ Affiliate: \_\_\_\_\_

<p><b>CROSS COUNTRY SOARING</b></p> <ul style="list-style-type: none"> <li>- Weather appreciation</li> <li>- Improving climb performance</li> <li>- Speed to fly</li>   <li>- Glider preparation</li> <li>- Personal preparation</li> <li>- Maps / airspace</li> <li>- Airborne navigation</li> <li>- Use of GPS (as applicable)</li> <li>- Turnpoint turns</li> <li>- Flight in controlled airspace</li> <li>- Position reporting</li>   <li>- Lost procedure .....Date .....</li> </ul> <p style="text-align: center;">SECTION COMPLETE</p>	<p><b>RIDGE FLYING</b></p> <ul style="list-style-type: none"> <li>- Speed near the ground</li> <li>- Right of way rules</li> </ul> <p style="text-align: center;">SECTION COMPLETE .....Date .....</p> <p><b>FINAL GLIDES</b></p> <ul style="list-style-type: none"> <li>- Review of glide performance</li> <li>- Action if low on glide</li> <li>- Action if high on glide</li> <li>- Ht loss / dist flown / 1000'</li> <li>- Radio procedures</li> <li>- Circuit joining</li> </ul> <p style="text-align: center;">SECTION COMPLETE .....Date .....</p>
<p><b>OUTLANDING</b></p> <ul style="list-style-type: none"> <li>- Decision making</li> <li>- Field selection (6 S's)</li> <li>- Circuit planning</li> <li>- Correcting High / Low circuit</li> <li>- Landing on sloping ground</li> <li>- Outlanding dual / solo</li> </ul> <p style="text-align: center;">SECTION COMPLETE .....Date .....</p>	<p><b>NON-NORMAL SITUATIONS</b></p> <ul style="list-style-type: none"> <li>- Loss of canopy</li> <li>- Mid air collision</li> <li>- Bale out / use of parachute</li> <li>- Inadvertent IMC</li> <li>- Flutter</li> <li>- Control malfunction</li> <li>- Ground looping</li> </ul> <p style="text-align: center;">SECTION COMPLETE .....Date .....</p>
<p><b>RETRIEVES</b></p> <ul style="list-style-type: none"> <li>- Responsibilities to/of Landowner</li> <li>- By road - trailer towing</li> <li>- Aerotow - rules               <ul style="list-style-type: none"> <li>- briefing</li> <li>- x/c towing</li> <li>- descent on tow</li> </ul> </li> </ul> <p style="text-align: center;">SECTION COMPLETE .....Date .....</p>	<p><b>FLYING PASSENGERS</b></p> <ul style="list-style-type: none"> <li>- Responsibilities</li> <li>- Briefing passengers</li> <li>- Orientation</li> <li>- Rapid descents</li> <li>- Front seat considerations</li> <li>- Back seat considerations</li>   <li>- Air sickness</li> </ul> <p style="text-align: center;">SECTION COMPLETE .....Date .....</p>
<p><b>WAVE FLYING</b></p> <ul style="list-style-type: none"> <li>- Use of Oxygen</li>   <li>- TAS at altitude</li> <li>- Cloud assessment</li> <li>- Rapid descent</li> </ul> <p style="text-align: center;">SECTION COMPLETE .....Date .....</p>	
<p><b>QUALIFIED GLIDER PILOT CERTIFICATE</b></p>	
<ul style="list-style-type: none"> <li>- 60 minute soaring flight .....Date .....</li> <li>- Meteorology exam .....Date .....</li> <li>- Air law exam .....Date .....</li> <li>- Airmanship/nav exam .....Date .....</li> <li>- Technical knowledge exam .....Date .....</li> <li>- Human factors exam .....Date .....</li> <li>- Radio &amp; transponder use .....Date .....</li> </ul>	<p style="text-align: center;"><b>SYLLABUS REQUIREMENTS MET FOR QGP</b></p> <p style="text-align: center;">Instructor's name .....</p> <p style="text-align: center;">Instructor's signature .....</p> <p style="text-align: center;">Date .....</p>

## **BUDGET 2008-2009**

### **GLIDING NEW ZEALAND INC.** **BUDGET - YEAR 2008/09**

2007/08	<b><u>INCOME</u></b>		
	<i>Subscriptions</i>		
65,407	Affiliation Fees	65,500	
5,245	Additional Members during the year	5,250	
7,000	Commercial Members	7,000	\$77,750
	<i>Operating</i>		
569	Engineers Fees	550	
2,832	Interest	2,750	
0	Miscellaneous	250	
770	Surplus - Sale Badges etc	750	\$4,300
	<i>Grants &amp; Sponsorships</i>		
16,800	SPARC Grant	16,800	
3,000	NZ Aviation Federation	3,000	
0	Other	1,000	\$20,800
101,623	<b><u>TOTAL INCOME</u></b>		<b>\$102,850</b>

#### **Less EXPENDITURE**

	<i>Executive &amp; Management</i>		
21,803	Administration - Executive Officer/Secretary	21,500	
11,000	- Treasurer	11,000	
0	Presidents' Forums	500	
1,650	Advertising	1,500	
8,790	Travelling Expenses - Executive	8,750	
0	Strategic & Management Meeting Expenses	1,000	
4,110	Annual Meeting Expenses	4,000	
<u>2,160</u>	- Annual Report	1,000	
49,513			\$49,250
	<i>Committees</i>		
2,000	Airworthiness Committee - Expenses	4,000	
1,376	Airspace Committee Expenses	1,500	
14,666	Operations Officers' Expenses	17,500	
2,661	National Membership Register	2,500	
<u>0</u>	Extraordinary Travel	<u>1,000</u>	
20,703			\$26,500
	<i>Representation</i>		
1,321	FAI Affiliation	1,325	
4,480	I.G.C.- International Representation	7,500	
<u>1,194</u>	Subscriptions	1,150	
6,995			\$9,975
	<i>Operating Expenses</i>		
	Website Development & Maintenance	8,800	
0	CAA Charges	250	
650	Depreciation Equipment	650	
1,165	Communications	1,200	
1,612	General Expenses	1,600	
1,335	Insurance	1,335	
180	Printing & Stationery	200	
180	Publications	200	
0	Engineers' Course	0	

0	Engineers' Grants	500	
<u>5,122</u>			\$14,735
	<i>Grants &amp; Concessions</i>		
4534	Youth Schemes	4,500	
<u>1250</u>	Youth Glide - Donation	<u>1,250</u>	
5784			\$5,750
<b>88117</b>	<b>Expenditure Before Provisions</b>		<b>\$106,210</b>
	<i>Allocations to Specific Funds</i>		
6107	Promotions Fund - Transfer Affiliation Fees Instructors & Cross Country Course	6,100	
2000	- Provision	2,000	
1750	- Sponsorship Transfer	2,750	
<u>1000</u>	Tasman Trophy Fund	<u>1,000</u>	
10857			\$11,850
<b>98974</b>	<b><u>TOTAL EXPENDITURE</u></b>		<b><u>\$118,060</u></b>
<b><u>2,649</u></b>	<b><u>EXCESS INCOME OVER EXPENDITURE</u></b>		<b><u>-\$15,210</u></b>

## Annual Subscriptions & Entrance Fees

*The Executive Committee recommends that the annual subscriptions and entrance fees for 2008-2009 remain the same as in the previous financial year (refer 24 June 2007 minutes for details), with the addition of an annual subscription for The Sky Sailing Company of Drury to be set at \$1,125 (GST inclusive).*

## AFFILIATE MEMBER VOTES

**Rule 23:** Each Full Member of the Association shall be entitled to one vote for each 25 flying members or part thereof with a maximum of five at General Meetings. Each Annual Group Member, Soaring Centre Member, Commercial Member, and the Executive Committee shall be entitled to one vote.

Affiliate Member	Votes	Affiliate Member	Votes
Auckland Aviation SC	3	Nelson Lakes GC	2
Auckland GC	4	Norfolk Aviation SC	1
Canterbury GC	4	Omarama GC	2
Central Otago FC	1	Omarama Soaring Centre	1
Clutha Valley GC	1	Otago GC (YGO)	1
Glide Omarama	1	Piako GC	4
Gliding Hutt Valley	1	Rotorua GC	1
Gliding Manawatu	1	South Canterbury GC	2
Gliding South	1	Southern Soaring	1
Gliding Waipukurau	1	Taranaki GC	1
Gliding Wairarapa	1	Taupo GC	2
Hauraki AC	1	Tauranga GC	3
Hawkes Bay GC	1	Wellington GC	4
Kaikohe GC	1	Whangarei GC	1
Marlborough GC	2		
Matamata Soaring Centre	1	Executive Committee	1

## **ANNUAL AWARDS & TROPHIES**

*The following awards are made annually by the GNZ Executive Committee:*

**Angus Rose Bowl:** Presented to the NZGA by Mr. Bill Angus, one of the original pioneers in aviation in New Zealand, the Angus Rose Bowl is awarded in recognition of outstanding services to the sport of gliding in this country.

**Friendship Cup:** Awarded for outstanding contribution to the gliding movement during the preceding year.

**CWF Hamilton Trophy:** Awarded to a New Zealander operating in New Zealand for the most meritorious flight that is a New Zealand gliding record. The year covered is GNZ's financial year.

**Air New Zealand Soaring Award:** Awarded to the pilot who has shown the most significant improvement in their personal standard of competition or record flying during the year

*The following awards are made annually, based on particular performances:*

**Air New Zealand Cross-Country Awards (Open & Sports Classes):** These awards aim to stimulate cross-country flying from club sites; particularly to encourage those new to this aspect of the sport. Flights during championships are not eligible.

**Buckland Soaring Award:** Awarded annually to the highest scoring New Zealand national in the New Zealand division of the Aerokurier Online Contest (OLC) for the previous season. OLC rules and handicaps are used. There are two divisions; one for soaring flights commencing in the North Island and the other for soaring flights commencing in the South Island. The winning pilots stand down for the following two seasons.

**Rothmans Challenge Gold Cup:** Awarded to the New Zealander operating in New Zealand who has attained the highest handicapped speed over a FAI 28%, 300 km triangular course. Current GNZ handicaps will be used and the general conditions and documentation requirements for record flights under the FAI Sporting Code apply.