

GLIDING NEW ZEALAND ANNUAL REPORT 2009



**AGM
13-14 June**

**James Cook
Hotel Grand
Chancellor**

**GLIDING NEW ZEALAND INCORPORATED
ANNUAL GENERAL MEETING 2009**

Contents

General	Week-end Programme	3
	Contest Pilots' Meeting Agenda June 2009	4
	Sailplane Racing Committee Report	4
	Minutes of Pilots' Meeting June 2008	6
	Annual General Meeting Agenda June 2009	9
	Minutes of June 2008 Annual Meeting	10
	Awards & Trophies – Recipients 2008	15
	President's Report 2008-2009	16
	Office Holders & Committees 2008-2009	18
	Statement of Accounts FY 2008-2009	19
	Reports – Officers, Committees & Trusts (see below)	24
	Remits	35
	Budget 2009-2010	36
	Affiliate Member Votes	38
	Annual Awards & Trophies	39
	Past Winners – Angus Rose Bowl & Friendship Cup	40
Reports	Executive Officer	24
	National Operations Officer	26
	National Airworthiness Officer	27
	National Airspace Officer	28
	Quality Manager	29
	Central Register Manager	30
	Awards Officer	31
	National Publicity Coordinator	32
	Webmaster	33
	GNZ Ian Pryde Memorial Trust Fund	33
	GNZ Roake Trust	33

GLIDING NEW ZEALAND ANNUAL GENERAL MEETING 2008 PROGRAM

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

SATURDAY – 13 JUNE 2009

Time		Session	Chair/ Presenters	
09:30	--	10:10 am	Airworthiness meeting for GNZ Engineers	Roger Harris
10:15	--	12:15 pm	Contest Pilots' meeting	Dane Dickinson
12:15	--	1:30 pm	Buffet lunch	---
1:30	--	2:45 pm	Presidents' Forum – Constitution amendments – trust funds – club issues from the floor	George Rogers (chair) Tom Davies
2:45	--	3:15 pm	Flight following by SPOT on the net	Philip Plane
3:15	--	3:40 pm	Afternoon tea/coffee	---
3:40	--	4:15 pm	Establishment of the Youth Glide model	Tom Shields Roger Read
4:15	--	5:10 pm	glideTime	Kevin Bethwaite Rob Sherlock
5:15	--		Cash bar opens	
6:00	--	6:30 pm	Flying on No 8 Wire	Ian Dunkley
6:30	--	7:30 pm	Cocktail food will be served, during which Annual Awards will be presented from 7:00 pm	

SUNDAY – 14 JUNE 2009

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

GLIDING NEW ZEALAND

Annual Contest Pilots' Meeting – 13 June 2009 – 10:15 am

Agenda

1. Attendance List
2. Apologies
3. Chairman's report
4. Confirmation of new SRC members (as per email vote)
5. Minutes of last meeting (14 June 2008)
6. Minutes from pilots' meetings at contests
7. Remits
8. Proposed contest rule changes
9. Strategic planning
10. Contest dates
11. General business

SAILPLANE RACING COMMITTEE REPORT FY 2007-2008

The 2008-2009 season has been very successful in terms of the competitions that we sanction. The season started with the South Island regionals followed by the North Island regionals. Both competitors and organizers reported better than average conditions and good attendances. Both South and North Island regional competitions held five valid days and the nationals (which I was lucky enough to have attended) had 10 days of quality soaring. The regular Omarama attendees reported the best conditions in memory and a lack of "incidents" helped make this event one of the best Nationals for some time.

Internationally we sponsored three competitors in the World FAI events. Sadly we had no PW5 entry but both Dane Dickinson and Ben Flewett contested the Std Class Worlds in Rieti and Ross Drake the 15m Class at Luesse in Germany. It would be fair to say that Ben Flewett would have liked to place higher but the competition just did not go his way.

Dane however performed really well on his first attempt and I'm sure both Dane & Ross learnt what a huge leap it is from competing at a local level to the International standard. I would like to acknowledge the commitment, mentally, physically & financially that our NZ representatives overseas make. Hopefully we can keep up local enthusiasm for mixing it with the very best pilots from throughout the world. We at the SRC need to explore ways in which to disseminate those skills to those enthusiastic competitors back at home. Of course this has a cost attached but the GNZ exec and SRC are working on ways to help those really committed to achieve world-class skills. I believe there needs to be clearer more defined policy when considering how GNZ funds get distributed for sailplane racing. The Executive agrees and it will be a topic at the next AGM.

As is usual, pilot meetings were held during the three major events that we sanction. At Matamata on 15/12/08 the pilots requested three things -

Attendees wanted a website link to enable pilots who were denied access to airspace a place to log and record any denial occurrence. I have to admit the SRC has not done a lot of work on this but the request will be worked upon and discussed at the AGM.

Pilots did NOT wish the Sports class to be absorbed into Club Class but did want the PW5 type to be able to enter Club class. This request is in action at present and will be ratified or not at the AGM also.

They also approved of the Sports Class event-taking place in Taupo along with the 15meter Std & Open classes. This is something that the Taupo organizers have accepted and will approach that based on the entries.

At our Nationals in Omarama the meeting on 16/01/09, suggestions for several changes were requested.

It was moved that airspace files be published prior to the event and that those files should be the ones that are used for scoring purposes. They demanded daily updates to airspace changes, access & information from organizers as well.

The pilots wanted airspace infringements into a (yet to be decided) buffer zone to incur a points penalty and further infringement to cause a "land out" situation as far as points are concerned. This is not in order to "forgive" or encourage infringements. A motion was carried "that the SRC revise the penalty system for airspace infringements with the airspace boundaries acting as the start of soft penalties and beyond 3 km / 500' the full penalty is applied with that being a "land out" rather than a full flight loss.

These changes are now being worked on by the SRC and will be presented at the AGM for discussion and approval.

Another motion was put requiring pilots-in-command competing at contests to be entered before the commencement of the contest. This is another rule for presentation at the AGM.

Finally the pilots generally approved of the SPOT tracker being used as an aid to both the organizers and spectators. Live updates of positions did not seem to concern the competitors.

As mentioned above, there has been a major move from tradition in respect to the Nth Island National Championships. At the last AGM the suggestion was made to change the venue of the 09-10 Nationals to Taupo from Centennial Park. The SRC held an email vote that selected Taupo by a narrow margin. The organizers at Taupo are planning to provide an enjoyable event and hope to attract pilots from the South Island as well host a pleasant experience for families and competitors alike. This does not represent a permanent shift and the future of Taupo will probably rest with the National's success in 2010.

Unfortunately we have lost another great supporter of sailplane soaring and racing this year. Peter Lyons will be sorely missed by the NZ gliding community. The SRC wish to pass on their condolences to Peter's friends and family.

Another job of the SRC is to select a suitable representative to contest the Tasman Trophy event between Australia and NZ. We selected Brett Hunter who we felt had shown a high level of skill and commitment to racing over the previous season. We also decided that the Club class was a good class in which to do battle. Brett traveled to Kingaroy armed with an LS3, which was kindly offered by ex Wellingtonian (now in Queensland) Cliff Hitch. He battled bravely but lost the Trophy to Lisa Trotter in an ASW20. Unfortunately this is the 4th loss to Aussie in a row and we need to address this fact and add some spark to this worthwhile "competition within a competition".

During the organizing process I had been in discussions with the various Australians involved with the TT there. Maybe we should consider changes to our format, selection

and promotion of this event. This was discussed at various pilots meetings and has met with support from the pilots. There is a bit of work to be done here but with Australia being so accessible, as opposed to Europe, I think we should work on getting the TT to work better for our membership.

The SRC would like to again thank Roy Edwards for offering again his skills (which increase at each event he runs) towards directing our Nationals. He has offered to direct our next Nationals at Taupo as well, which shows he must love this unenviable task.

Another well known helper in the South is Lemmy Tanner who was hurt in a tragic accident on the 6th March at Omarama. Lemmy has been outstanding as weatherman in Omarama and we all hope (selfishly) that he makes a full recovery and can return to offer his fantastic weather advice to our competitors.

Finally I would like to thank my committee for their work during the 08-09 season, and extend my best wishes to all competition pilots for the next season.

Ross Gaddes, Chairman Sailplane Racing Committee

Minutes of the Annual Pilots' Meeting 14 June 2008

The meeting commenced at 10:50 am.

Present:

SRC Representatives: R Gaddes (acting chair), T Terry, V Ruddick.

Members: D Cook, I Finlayson, K Morgan, T Jones, G White, T Van Dyk, P Schofield, M Weaver, S Care, S Tollestrup, T Passmore, S Barton, G Harrison, D Davidson, C McGrath, N Faulknor, P Miller, P Thorpe, H Turner, M Stevens.

Apologies:

S Cameron, D Dickinson, B Flewett, B Hunter.

Chairman's Report:

Ben Flewett's annual report was distributed and summarised by Ross Gaddes.

Incoming Committee:

Three new representatives were sought due to Trevor Terry retiring, Ben Flewett's term expiring and Trevor Atkins deceased. Ben wished to serve another term and there being only two nominations the new committee was confirmed as:

Ben Flewett, Ross Gaddes, Dane Dickinson, Vaughan Ruddick, Dennis Cook and Edouard Devenoges.

Prior Minutes:

Minutes of the previous AGM competition pilots' meeting held 23 June 2007 were read and accepted as a true and accurate record – T Terry / K Morgan.

Minutes from the pilots meeting held at Matamata 14 February 2008 were summarised by Ross Gaddes and accepted as a true and accurate record – T Van Dyk / P Schofield.

Matters Arising from the Prior Minutes:

None.

Remits:

No remits were presented from the regional pilots' meetings.

Selection Process for International Representatives:

The GNZ Executive had asked the SRC to recommend a new selection process, which had been done. There was some discussion around funding, the prioritisation of funding, pilots who are not based in NZ, the desirability of a planned campaign and the ability or likelihood of representatives giving something back to the sport in New Zealand as a result of their participation in international competitions.

It was agreed that the SRC recommendations as proposed be circulated for comment to be received by 30 August 2008. The final version then to be distributed to competition pilots for a vote by return email before 30 September 2008. It would then be up to the Executive to consider the recommendations and to amend the MOAP as required.

Selection of Pilot Representatives:

One pilot representative was sought for the selection panel for international competition. There was some discussion around whether the candidates needed to be a previous GNZ representative in international competition or whether the candidate anticipated putting themselves up for selection to represent GNZ. Subsequently Tony Van Dyk was proposed by Paul Schofield seconded Ross Gaddes but Tony withdrew. Max Stevens was proposed by Karen Morgan and seconded by Grae Harrison, carried.

Contest Dates:

The following were confirmed:

2008 South Island Regionals - Omarama 16 November to 22 November.

Practice 15 November.

2008 Northern Regionals - Matamata 30 November to 6 December.

Practice 29 November.

2009 Nationals excluding Sports Class - Omarama 5 to 16 January. Practice 4 January.

2009 Matamata Soaring Centre – 22 February to 1 March. Practice 21 February.

2009 Sports Class Nationals – Matamata, 16 February to 27 February.

Practice 15 February.

The following to be confirmed by the committee as soon as possible:

2009 Central Districts - location TBC by SRC, 1 February to 7 February.

Practice 31 January.

2010 Central Districts location to be confirmed at the next GNZ AGM, I Finlayson / P Schofield Carried.

2010 Nationals – location TBC by SRC after an email vote.

Grae Harrison raised the possibility of holding a Nationals at Taupo, possibly in 2010. Paul Schofield also raised the possibility of holding a Sports Class Nationals at Taupo and others asked if a Regionals could be held there.

The general consensus was that the SRC should investigate the possibility of holding the 2010 Nationals excluding Sports Class at Taupo with the condition that the Sports Class or some other event would be held at Matamata to preserve the legacy of holding competitive events around February. The SRC will consult with the Matamata Soaring Centre and the Taupo Gliding Club plus hold an email vote to determine the preference between Matamata and Taupo.

General Business:

Funding

A discussion led by Ross Gaddes was held suggesting that a document be prepared that gives strategic direction to assist trustees in allocating funds and to clearly outline the objectives and expected returns to Gliding in New Zealand from the recipients of any funding. The document would also provide guidance to those seeking funding as to the availability of funds and the processes required to access them.

Airspace

The possibility of establishing "Glider Flying Areas" to be opened during the period of competitions was raised. A memorandum of understanding related to competition flying to be initiated at the first airspace meeting which will be held 9 August 2008.

Safety

Roy Edwards presented a GPS device that routinely (every 5 minutes) sends an email via satellite to a pre programmed address giving the current location of the device. The initial cost was low (3 or 4 hundred dollars) but satellite account costs were high. Roy was going to look at sponsorship to reduce the costs. This device would obviate the need for ops normal calls and provide an indication that someone had either landed or crashed at a particular location.

The meeting closed at 12:35 pm.

Notes

GLIDING NEW ZEALAND
Annual Meeting – 14 June 2009 – 9:30 am

Agenda

1. Apologies
2. Establishment of proxies
3. Approval of minutes of the annual meeting 15 June 2008
4. President's report for the year ended 31 March 2009
5. Statement of accounts for the year ended 31 March 2009
6. Reports of officers, committee chairs and trusts
7. Proposed alterations of Rules
8. Remits
9. Calendar of flying events
10. Membership applications
11. Budget and affiliation fees
12. Elections (nominee in brackets)
 One Executive Member (Tom Davies)
13. Confirmations of appointment of officers and committee chairs

Executive Officer	Max Stevens
Treasurer	Bruce Cunningham
Hon Auditor	Deloitte
Hon Solicitor	Rob McInnes
Quality Manager	Ross Taylor
Central Register Manager	Jenny Wilkinson/George Wills
National Operations Officer	Mike Dekker
National Airworthiness Officer	Roger Harris
Awards Officer	Edouard Devenoges
Chairman Airspace Committee	Trevor Mollard
Chairman Sailplane Racing Committee	TBA
National Publicity Coordinator	TBA
Webmaster	George Wills
Medical Adviser	Dr Graham Robinson
14. Date and venue of the next annual meeting (13 June 2010)
15. Closure

GLIDING NEW ZEALAND INC

Minutes of the Annual Meeting Held at the James Cook Grand Chancellor Hotel, Wellington Sunday 15 June 2008, 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 G G Rogers (President) presided over an attendance of 31 from the following members:

Auckland Aviation Sports, Auckland, Canterbury, Central Otago, Clutha Valley, Glide Omarama, Gliding Hutt Valley, Gliding South, Gliding Wairarapa, Hawkes Bay, Matamata Soaring Centre, Nelson Lakes, Norfolk Aviation Sports, Omarama, Omarama Soaring Centre, Piako, South Canterbury, Taranaki, Taupo, Tauranga, Wellington.

Committees and officers represented: Airspace, Airworthiness, Awards, Executive, Executive Officer, Operations, Publicity, Sailplane Racing, Treasurer.

Late Delegates/Proxies: The following delegates and proxies, having been advised later than the deadline set by Rule 24, were nevertheless admitted on the motion of the Executive, seconded by Auckland Aviation Sports and **carried:**

Glide Omarama
Nelson Lakes
Norfolk
South Canterbury
Waipukurau
Whangarei

Mr H Turner
Mr I Evans
Mr N Wisnewski
Mr P Marshall
Mr D Davidson (proxy)
Mr R Gore (proxy)

APOLOGIES:

Apologies for unavoidable absence were accepted from the following:

Messrs G Wills & R Biggar (Executive Committee)
Mr B Flewett (Chairman SRC)
The Sky Sailing Company.

MINUTES:

On the motion of Nelson, seconded by South Canterbury, the minutes of the Annual Meeting held on 24 June 2007 were **adopted** as a true and correct record and signed by the Chairman.

PRESIDENT'S REPORT:

The President reflected on the sad loss of Mr Trevor Atkins, who had made a magnificent contribution to the movement as GNZ webmaster.

In noting his appreciation to all members of the Executive, Officers and Committees for their contributions to the sport, he reminded clubs of the need for support in identifying volunteers if the alternative of paid staff was to be avoided in future.

Airspace issues provided the biggest challenges during the year, pointing to the need to routinely gather quality information about airspace usage.

Despite quite hard work by members, the number of clubs increasing their membership matched the number that declined. However, there had been a notable increase in junior members.

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

CONFIRMATION OF NEW-FORMAT ACCOUNTS FOR 2006-2007 FY

The 2006-2007 accounts had been left in abeyance at the 2007 AGM, pending re-presentation to modern accounting standards. Reformatted accounts had been circulated to affiliates prior to the meeting and were **adopted** on the motion of Clutha Valley, seconded by Gliding South.

STATEMENT OF ACCOUNTS FOR 2007-2008 FY:

The accounts showed a surplus of \$13,983 as compared with a surplus of \$14,987 for the previous year.

The President drew attention the healthy state of the Instructors' Fund and urged affiliates to utilise this in the coming year.

On the motion of Gliding Wairarapa, seconded by Wellington, the accounts were **adopted**.

REPORTS OF COMMITTEES:

Reports had been pre-circulated to all affiliates, delegates, officers and committee members and were **adopted** en-bloc on the motion of the Executive, seconded by Auckland Aviation Sports.

Additional comments were made as follows:

Executive Officer:

As there had been a marked decline on 0800 calls since the previous year, the Executive Officer sought direction from the meeting as to whether the facility should be retained. Delegates felt that the 0800 number was still worthwhile and could perhaps be promoted more effectively.

Operations:

The NOO urged clubs to advise their requirements for instructor courses. Taranaki voiced concern about the inability to recruit a ROO for the Central Region.

Airspace:

Affiliates were exhorted to make the Airspace Committee aware of local issues. They needed to record all airspace activations and clearances preferably via a club log. Some thought is being given to establishing a web based recording system for national use.

Sailplane Racing Committee:

A member of the incoming SRC advised that the committee would shortly be seeking feedback from competition pilots and affiliates regarding proposals to revise the international team selection criteria. This would be followed by an email vote and recommendations to the Executive.

Publicity:

The NPC noted that new entrants to the sport were growing by about 15% per annum so that even a modest reduction in the leakage rate could make a significant difference to net membership. In the coming year, "Trojan cards" and more pop-up displays would be developed for use by clubs. After some discussion about the merits of another specific nationwide promotional effort, delegates found favour in a 9-day promotion, weekend through to weekend inclusive, after the peak soaring season.

REMITTS:

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.*

In discussion it was noted that the microlight medical declaration had an expiry date. The Executive undertook to investigate the feasibility of the action proposed.

On the motion of Hawkes Bay, seconded by Nelson Lakes, the remit was put to the meeting and **carried**.

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 minutiae 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.

In discussion, the NOO reported that he had received few complaints about the current syllabus checklists and it was up to affiliates as to how they used them. As the pilot's logbook was the overriding record of training, use of the separate checklists was more a duty-of-care issue for clubs. The checklists were also useful for the ROOs to monitor which instructors were teaching what exercises. However, the Operations Committee accepted the need for continual review of the syllabus and checklists.

On the motion of Tauranga, seconded by Gliding Wairarapa, the remit was put to the meeting and **lost**.

CALENDAR OF FLYING EVENTS:

The meeting approved the following dates for sanctioned competitions:

Executive/Wellington

Year	Event	Site	Practice Day	First Day	Last Day
2008	South Island Regionals	Omarama	15 November	16 November	22 November
	Northern Regionals	Matamata	29 November	30 November	6 December
2009	National Championships excluding Sports Class	Omarama	4 January	5 January	16 January
	Central Districts	Waipukurau	31 January	1 February	7 February
	Sports Class Nationals	Matamata	15 February	16 February	27 February
	South Island Regionals	Omarama	14 November	15 November	21 November
	Northern Regionals	Matamata	21 November	22 November	28 November
2010	National Championships all classes	Matamata or Taupo	TBA	TBA	TBA
	Central Districts	Masterton	27 February	28 February	6 March

ANNUAL GROUP MEMBERSHIP:

It was resolved that the Annual Group Membership of the NZ Air Training Corps be renewed for another year.

Executive/Auckland Aviation Sports **Carried**

It was resolved that The Sky Sailing Company be admitted as a Commercial Member.

Executive/Auckland **Carried**

BUDGET:

Budgeted income for the year amounted to \$102,850, mainly from affiliation fees of \$77,750 including \$5,250 income from additional members joining during the year and \$7,000 in fees from Commercial affiliates.

Expenditure was budgeted at \$118,060, resulting in a projected deficit of \$15,210.

On the motion of the Executive, seconded by Canterbury, the budget was **approved**.

AFFILIATION FEES:

On the motion of the Executive, seconded by Nelson, it was proposed that the annual subscriptions and entrance fees for 2008-2009 be set at the same amounts as for the previous financial year, with the addition of an annual subscription for The Sky Sailing Company of Drury to be set at \$1,125 (GST inclusive).

Carried

ELECTIONS:

Members completing their two-year terms were Mr G Rogers (President), Mr R Biggar (Vice President), Mr R Gore and Mr G Wills. Messrs Biggar and Wills had advised that they were not seeking re-election. One nomination had been received for each vacancy as follows:

President:	Mr G G Rogers	Wellington/Auckland Aviation Sports
Vice President:	Mr N K Davy	Clutha Valley/Glide Omarama
Executive Members:	Mr R J Gore	Piako/Auckland
	Mr M Dekker	Marlborough/Auckland

With acclamation, the above were all **declared elected** for terms of two years.

CONFIRMATION OF APPOINTMENTS:

It was resolved that the following appointments be confirmed:

Executive/Tauranga

Executive Officer	M B Stevens
Treasurer	A B Cunningham
Honorary Auditor	Deloitte
Honorary Solicitor	R McInnes

It was resolved the following be confirmed in their respective roles:

Executive/Tauranga

Quality Manager	R J Taylor
Central Register Manager	J H Roake
National Operations Officer	D L Hamilton
National Airworthiness Officer	R J Harris
Awards Officer	E G Devenoges
Chairman Airspace Committee	T D Mollard
Chairman Sailplane Racing Committee	B J Flewett (TBC)
National Publicity Coordinator	S Tollestrup
Webmaster	G M Wills
Medical Adviser	Dr G Robinson

COMMITTEES:

For the information of affiliates, the members of the various GNZ Committees were recorded as follows:

Operations:	Messrs D Hamilton, B Chesterman, I Evans, T Jones.
Airspace:	Messrs T Mollard, G Harrison, R Gore, K Bethwaite, T Delore.
SRC:	Messrs B Flewett, R Gaddes, D Dickinson, V Ruddick, D Cook, E Devenoges.

GENERAL BUSINESS

The Hawkes Bay delegate drew attention to the potential availability of legal aid funding for Environment Court hearings. This was in the context of the considerable effort expended recently by the club in opposing a local development that would adversely impact its operations. Hawkes Bay undertook to make a report to the Executive on the matter.

2009 ANNUAL MEETING:

It was agreed that the next meeting be held at the James Cook Grand Chancellor Hotel, Wellington on 14 June 2009.

Executive/Hawkes Bay **Carried**

The President declared the meeting closed at 11:47 am.

Read and adopted as a true and correct record this day of 2009

Chairman

AWARDS AND TROPHIES – 2008:

Angus Rosebowl	Mr Trevor Atkins, Piako
Friendship Cup	Ms Sue Wild, Wellington
CWF Hamilton Trophy	Mr Steven Care, Piako
AirNZ Soaring Award	Mr Brett Hunter, Tauranga
AirNZ Cross Country – Open	Mr Dane Dickinson, Wellington
AirNZ Cross Country – Sports	Mr Richard McCaw, Canterbury
Buckland Soaring Award – NI	Mr Tony Passmore, Wellington
Buckland Soaring Award – SI	Mr Tony Passmore, Wellington
Rothmans Challenge Gold Cup	Not awarded.

PRESIDENT'S REPORT FY 2008-2009

Appreciations: Tom Davies completes another two year term, but has been nominated for re-election. Tom brings a wealth of expertise to the Executive in a broad range of management areas. I take this opportunity to thank Tom for his contribution.

The Executive rely heavily on our Executive Officer, Max Stevens, for ensuring the Executive can function effectively, our relations with the CAA in particular are positive, and for the wealth of knowledge and management expertise he brings to the Executive. It was most gratifying to have FAI Gliding recognise Max with the award of the Pirat Gehriger Diploma for services to international gliding. While the award recognised Max's key contribution to the success of the Sailplane GP Final at Omarama it does reflect his ongoing contribution to us in NZ.

Bruce Cunningham continues in the Treasurer role. We extend our sympathy to Bruce for the recent loss of Betty.

Committees: In the President's Report last year I mentioned the problem finding volunteers to take key roles. This issue continues and the Executive need the support of Clubs to help find the appropriate people for key roles. In particular we need Regional Operations Officers for South and Central regions.

The Committees play a key role in meeting our constitutional or rules based requirements in managing our sport. We all owe real gratitude to those who fill the roles so ably. I will mention only some of the committees below, but make clear how much we appreciate the efforts of all involved on committees.

Airspace: Airspace continued to demand significant attention and the Executive are most grateful for the efforts of Trevor Mollard and his team. The team would have liked greater success from their efforts but can be justifiably pleased with what they achieved. Trevor has started dialogues to ensure we can have a successful Nationals at Taupo this coming season.

The Executive have made it clear to CAA that we need to be closely involved in the promised development of a national airspace policy. The holdup seems to be with the appointment of a new manager to an Airspace and Environment unit within CAA. Attention to airspace can be expected to be a never ending job.

Operations: Doug Hamilton, National Operations Officer has signalled that he wishes to relinquish the role. Michael Dekker has agreed to take the role.

Many thanks to Doug and his team of ROO's for their oversight of our operations, which sustains our ability to maintain certification from CAA.

Publicity: Steve Tollestrup has signalled that, after seven years, he must relinquish the National Publicity Officer role. We have regularly been astounded with the effort Steve has put into raising the profile of Gliding in NZ, always on a shoestring.

We all owe a great debt to Steve for his achievements and wish him well in his future gliding.

Airworthiness: Airworthiness is another area critical to the "self management" regime we have for gliding. Roger Harris has re-established our management processes and deserves a vote of thanks. All involved in glider maintenance must do their part to ensure we can continue to enjoy the level of self management we currently have.

Part 149 Certification: While not strictly within the reporting year, work was commenced to position GNZ for Part 149 five year renewal in 2009. It is interesting to share with you that those who take the “Senior Persons” roles under our Exposition are now required to comply with the Civil Aviation Act “Fit and Proper Person” requirements. This is a new complexity to maintain the status quo.

Website: This year saw a move to a “commercial” relationship to maintain our website, which now is clearly our best option for information sharing both within the movement and with prospective members. The primary elements of the website are now up and running. The next big element is to have a web based membership database. Progress is being made and more information will follow as interactive processes are tested. We will have a robust information system which will suit the movement into the future.

A real vote of thanks goes to John Roake who developed our electronic database many years ago using the technology of the time. This has served us extremely well, thanks John.

Rules or Constitution: Tom Davies has taken the lead in revising the GNZ Rules to modernise them to reflect current realities. There will be briefings and a remit regarding the changes to be dealt with at the AGM. This has been a somewhat frustrating process as we wished to see close to final versions of proposed, supposedly pending, Civil Aviation Rules that might impact on the roles of Part 149 Certificated organisations relative to commercial adventure aviation.

Strategic Directions: The Executive have been somewhat frustrated in clarifying options to develop the movement in the directions identified in strategic discussions, including those at Matamata in 2006. Key amongst the preferred directions is the opportunity to move, without debate or uncertainty, in the sort of directions other countries such as the UK and Australia have, where “staff instructors” offer another option to deliver quality instruction to students.

We are now assured that the CAA Rules clarification should be progressed this year.

Membership and Activity: John Roake’s membership and Max Stevens’ launch reports provide information on our recruitment and retention and activity levels. It is clear that numbers were down, but less clear whether the weather over the past soaring season was a major factor in this. It is interesting to note that generally the South Island appeared more successful in membership and launches than the North. The profile of Omarama may be a factor in this.

The most significant falloff in membership appears to relate to a few clubs who apparently either cleaned up their membership listings or changed their approach to Youth Gliders.

One could read that the basic membership, while not improving, is holding. The current economic situation will pose further challenges to membership.

Safety: The Executive and Operations Team were concerned at the recent accidents involving two seat gliders on instructing flights. The investigations of these accidents and identification of contributory factors will take some time to complete and it is too early to draw conclusions.

In the meantime, however, Affiliate Presidents and CFI’s are encouraged to ensure their Instructors are current in terms of approvals, 12 month flight requirements, the 24 month competency review and medicals. We have a real “duty of care” to one another in safety

and these basics can be expected to be scrutinised if there are incidents or accidents. The Executive and Operations Team are developing advisory notes to clarify the basic requirements in the MOAP.

Trusts: GNZ has over the years, been very fortunate to have dedicated people who have facilitated and led related trusts, especially the Roake, Pryde and Rix Trusts which would be the envy of many sports at the international competition level. Our thanks must go to those Trustees.

Closing: In closing I again express my thanks to the members of the Executive, all Committees and others who contribute to the various management of operational roles and make the job that much easier.

The Executive joins me in wishing all members all the best for the coming soaring season.

George Rogers, President

GNZ Office Holders & Committees 2008-2009

Executive		Central Register Mgr	John Roake
President	George Rogers	Medical Advisor	Graham Robinson
Vice President	Nigel Davy		
Member	Ralph Gore	Airspace Chairman	Trevor Mollard
Member	Tom Davies	Northern	Ralph Gore
Member	Mike Dekker	Central	Grae Harrison
Treasurer	Bruce Cunningham	Southern	Kevin Bethwaite
Executive Officer	Max Stevens		
Hon Auditor	Deloitte	Sailplane Racing	
Hon Solicitor	Rob McInnes	Chairman	Ross Gaddes
		Member	Ben Flewett
Operations NOO	Doug Hamilton	Member	Dane Dickinson
Northern ROO	Brian Chesterman	Member	Vaughan Ruddick
Central ROO	Vacant	Member	Ed Devenoges
North SI ROO	Ivan Evans	Member	Dennis Cook
South SI ROO	Terry Jones		
		Publicity Coordinator	Steve Tollestrup
Airworthiness NAO	Roger Harris	Webmaster	George Wills
Awards Officer	Ed Devenoges	FAI Gliding Delegate	Ross Macintyre
Quality Manager	Ross Taylor	Alternate Delegate	Ben Flewett

GLIDING NEW ZEALAND INC

INCOME STATEMENT

For the year ended 31 March 2009

Allocation of income and expense items to internal funds

	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		2007 GP		Tasman Trophy	
	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008
Total	74,064	71,546										
77,653 Affiliation fees	68,203	71,546			5,861	6,107						
35,472 Funding received from Flying NZ	-	-								35,472		
16,800 SPARC grant	16,800	16,800										
11,331 Interest received	2,775	2,832	8,324	8,495	15	4						
7,549 Donations	4,000	1,250			4,059	4,549		1,750				
769 Surplus on sales of badges etc	301	769										
569 Engineers fees	702	569										
- Miscellaneous	-	-										
Total	\$92,781	\$93,766	\$8,324	\$8,495	\$9,935	\$10,660	-	\$1,750	-	\$35,472	-	-
	\$150,143											

The accompanying notes form part of the financial statements

These financial statements are subject to audit

GLIDING NEW ZEALAND INC

INCOME STATEMENT For the year ended 31 March 2009 (Continued)

	Total 2008	Allocation of expense items to internal funds																			
		GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		2007 GP		Tasman Trophy									
		2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008								
EXPENDITURE																					
21,804 Executive Officer's remuneration		25,850	21,804																		
14,666 Operations Officers' expenses		14,036	14,666																		
11,000 Treasurer's remuneration		11,000	11,000																		
8,790 Executive's travelling expenses		7,407	8,790																		
4,967 World Champs entry fees				6,950	4,967																
- Amortisation of website development costs		5,500																			
2,000 Airworthiness Committee		5,000	2,000																		
4,480 IGC representation		4,042	4,480																		
3,285 Concessions granted to Youth		4,154	3,285			356															
4,109 AGM expenses		3,688	4,109																		
1,166 Communications		3,061	1,166																		
- Sundry promotional expenses		2,181																			
2,661 National Membership Register		2,500	2,661																		
2,001 Publicity Officer's expenses		1,999				1,999	2,001														
2,559 General expenses		1,979	2,559																		
2,954 Contributions to clubs organising training courses		1,953							1,953	2,954											
1,321 FAI affiliation fees		1,938	1,321																		
1,334 Insurance		1,293	1,334																		
- Publications		1,205																			
1,194 Subscriptions		1,089	1,194																		
2,160 Annual report		576	2,160																		
1,651 Advertising for GNZ positions		500	1,651																		
649 Depreciation		499	649																		
1,250 Donation to Youth Glide																					
35,472 Expenses incurred in connection with 2007 Grand Prix														35,472							
1,489 Telecom 0800 charges		822				822	1,489														
1,376 Airspace Committee			1,376																		
933 Air Games, Grand Prix and Big Day Up costs, etc							933														
889 Aircraft Lease payment																					889
136,160		94,961	87,455	6,950	4,967	5,358	4,423	1,953	2,954		35,472										889
		109,222																			
EXCESS/(DEFICIT) OF INCOME OVER EXPENDITURE																					
		\$1,818	(\$2,180)	\$1,374	(\$3,528)	\$4,577	\$6,237	(\$1,953)	(\$1,204)												

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 2009

		Allocation of income and expense items to internal funds															
Total 2008	Total 2009	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		Tasman Trophy		World Champ Fund		Operations Officers Fund		Special Fund	
		2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009	2008
175,910	189,893	115,374	112,063	13,335	9,807	3,985	(2,252)	5,615	4,819	5,605	5,494	34,673	34,673	11,100	11,100	206	206
13,983	1,818	-	-	1,374	3,528	4,577	6,237	(1,953)	(1,204)	-	(869)	-	-	-	-	-	-
-	-	(2,180)	6,311	-	-	-	-	-	2,000	1,000	-	-	-	-	-	(206)	(206)
-	-	206	(3,000)	-	-	-	-	-	-	1,000	-	-	-	-	-	-	-
-	-	(1,000)	-	-	-	-	-	-	-	1,000	-	-	-	-	-	-	-
<u>\$189,893</u>	<u>\$191,711</u>	<u>\$112,400</u>	<u>\$115,374</u>	<u>\$14,709</u>	<u>\$13,335</u>	<u>\$8,562</u>	<u>\$3,985</u>	<u>\$3,662</u>	<u>\$5,615</u>	<u>\$6,605</u>	<u>\$5,605</u>	<u>\$34,673</u>	<u>\$34,673</u>	<u>\$11,100</u>	<u>\$11,100</u>	<u>\$1,100</u>	<u>\$206</u>

BALANCE SHEET as at 31 March 2009

Total 2008	Total
<u>\$189,893</u>	<u>\$191,711</u>

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	
BNZ - Current accounts	21,442
BNZ - Short term deposits	177,419
Sundry debtors	3,983
Stocks of badges, ropes etc	1,709
	<u>204,553</u>
Fixed Assets	
Equipment at cost less depreciation	3
	<u>211,149</u>

Signed on behalf of the Executive Committee
T H L Davies
17 May 2009

The accompanying notes form part of the financial statements

Total assets	<u>213,356</u>
Less Current Liabilities	
Sundry creditors	17,445
SPARC prepayment (Note 2)	4,200
	<u>21,645</u>
Net assets	<u>\$191,711</u>

These financial statements are subject to audit

GLIDING NEW ZEALAND INC

NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2009

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 2009 other than the introduction of a policy relating to website development costs.

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.

Website development costs

Website development costs are amortised over three years, this being their estimated economic life.

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 (2008 - \$4,200) received in respect of the three months to 30 June 2009 has been held over until the 2009/10 year.

NOTE 3 - CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

There are no capital commitments or contingent liabilities as at 31 March 2009 (2008 - Nil)

GLIDING NEW ZEALAND LOAN FUND TRUST
FINANCIAL STATEMENTS for the year ended 31 March 2009

INCOME STATEMENT for the year ended 31 March 2009

2008		
	Income	
7,187	Interest from loans to Clubs	6,828
13,698	Interest from bank deposits	15,956
20,885		22,784
-	Expenses	-
20,885	Surplus for the year	22,784
	Accumulated funds brought forward from prior year	340,726
\$340,726	Accumulated funds carried forward	\$363,510

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 2009.

Specific accounting policy

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

Loans

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

BALANCE SHEET as at 31 March 2009

2008		
	Loans to Clubs	
53,000	Omarama Gliding Club	42,400
5,000	Nelson Gliding Club	25,000
15,000	Taupo Gliding Club	10,000
40,000	Tauranga Gliding Club	40,000
6,000	Wanganui-Manawatu Gliding Club	-
119,000		117,400
	Other assets	
18,215	BNZ current account	8,021
200,104	BNZ term deposit	233,828
3,407	Accrued bank interest	4,261
340,726	Total assets	363,510
-	Less Liabilities	-
\$340,726	Net assets and accumulated funds	\$363,510

Signed on behalf of the Trustees

T H L Davies

17 May 2009

These financial statements are subject to audit

Executive Officer's Report – FY 2008-2009

Renewal of our CAR Part 149 Recreational Organisation Certificate: It is timely to remind everyone that gliding has, for more than 60 years, enjoyed a rather special autonomy in governing our sport under delegation from the Director of Civil Aviation.

Technical administration of gliding as a sport was established in New Zealand with the formation of the NZ Gliding Association (NZGA) in 1947. At that time the Director of Civil Aviation was instrumental in setting up a Technical Committee, being “an approved body of six persons, recognised by the Director of Civil Aviation as competent to make decisions on matters pertaining to gliding in New Zealand within the scope of Civil Aviation Regulations and Requirements.” The modern manifestation of this autonomy is CAR Part 149, Aviation Recreation Organisations – Certification, which came into being in 1997.

Certificates under this rule are valid for a maximum of five years, and ours expires in the middle of next month. The renewal process is well advanced and I am confident that our certificate will be renewed. Of course, this would not be possible without the ongoing efforts of many people, your office-holders and committees, who provide their services voluntarily – without them, gliding as we know it would stop.

CAA Rules: There is a larger than usual number of irons in the fire at the moment. Firstly, we have two petitions still under consideration by CAA – (1) to allow Recreational Pilot Licence (RPL) holders to tow gliders, and (2) to replace both the CPL(G) and PPL(G) with a simple Glider Pilot Licence (GPL), in line with recent changes to the International Civil Aviation Organisation standards and recommended practices. The PPL(G) would allow commercial operation on a Class 2 medical.

Meanwhile, there seems to be some light at the end of the tunnel in respect of our strategic objective to achieve the ability to remunerate instructors without the need for a CPL(G). We understand that a Notice of Proposed Rule Making that caters for this is imminent, but there is likely to be some opposition from other aviation sectors.

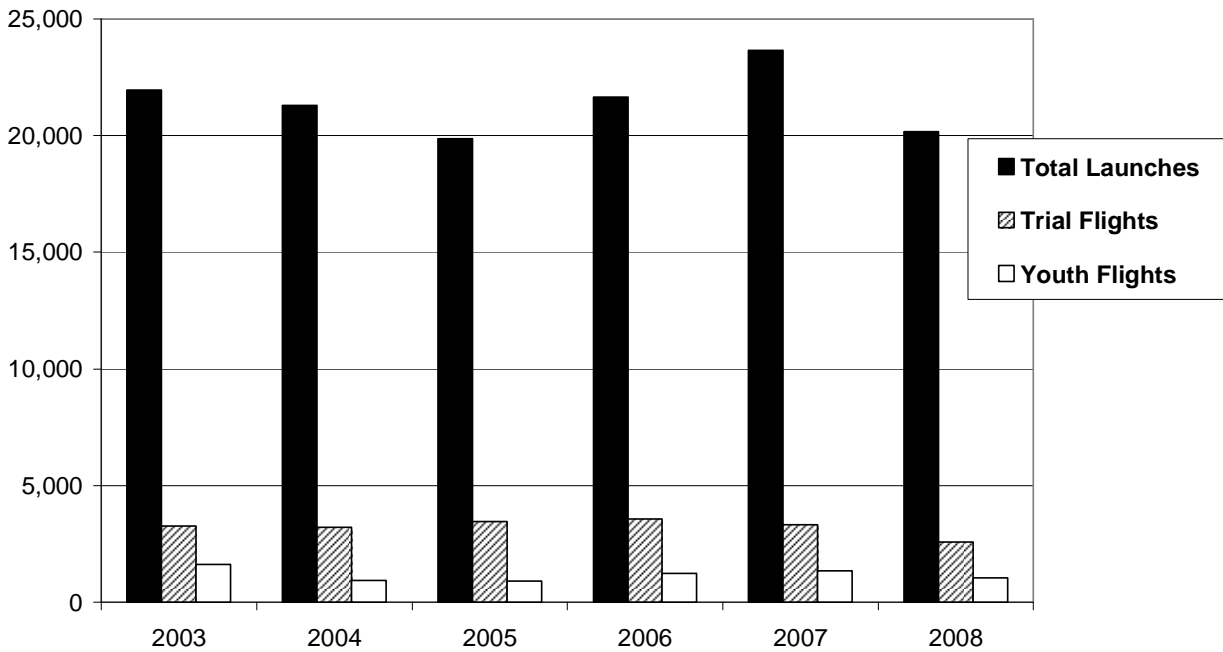
On the other side of the ledger, CAA is proposing to remove from appropriately qualified flight instructors their ability to act independently of a certificated organisation when doing aircraft type ratings. This would negatively affect our ability to attract tow pilots in future if it becomes a rule in its current form. We have told CAA that we think this is quite unnecessary in cases where the rating is merely for a simple single engine light aeroplane like a tow plane. We believe that Category D instructors should be able to carry on doing these simple type ratings as they've always done.

The saga relating to the safety regulation of commercial ‘adventure aviation’ again made little progress within CAA during the year.

GNZ Advisory Circulars: Executive Member, Mike Dekker, has been putting a huge effort into the overhaul of our Advisory Circulars. These are progressively appearing on our web site as they are completed. All members using hard copies of any AC are reminded to check the GNZ web site from time to time to ensure they have the latest version. The same goes for GNZ forms, which are also updated from time to time.

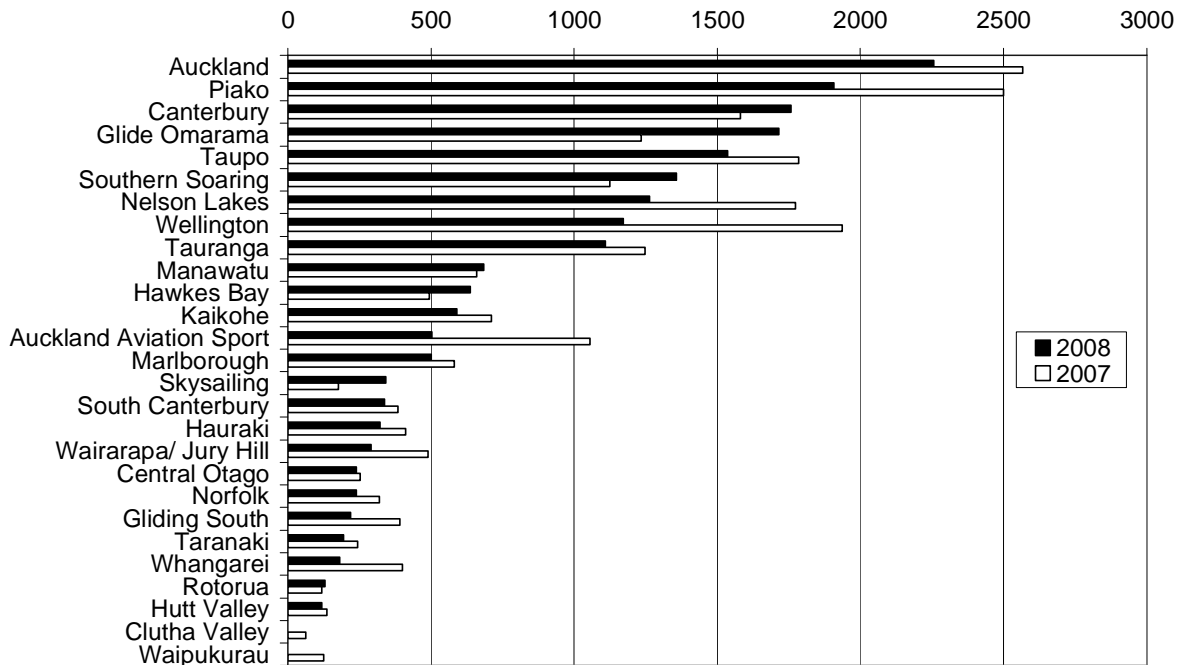
Activity Statistics: The following graph shows the number of launches by members in the last six calendar years, with a breakout of trial flights and youth flights.

Six-Year Launch Comparison



The next graph shows the number of launches by members in the last two calendar years, ordered by launches in 2008.

Calendar 07-08 Launches



0800 Gliding: Calls to 0800 GLIDING again declined markedly, to only 282 for the year, down some 80% from two years ago. Thus the decision was made to cancel the 0800 facility, with its current annual cost of approximately \$1,000 being released towards web site costs.

Max Stevens, GNZ Executive Officer

OPERATIONS COMMITTEE REPORT FY 2008-2009

This is going to be my last report as NOO. I have held the role for five years in this term and it is time for some fresh ideas. It has been very educational for me as an instructor to get around the country and see how everyone copes with the various issues that arise.

Lack of members is the main issue facing clubs with the flow on effect of that being a lack of instructors. I have seen this first hand as NOO and it is very important for everyone to remember that we must, even with smaller numbers, maintain a good quality of training for our instructors.

I have fielded negative feedback from some concerning the need to attend courses to gain an instructor rating. These courses are important because without them, and the flow of experience and ideas they produce, the movement would be going backwards fast, rather than progressing (albeit slow at times) forwards. I have to say that there are still a few in our movement that must try harder to get their heads out of the sand and face reality on this.

In the last 12 months I have processed, 8 B Cat ratings and 18 C Cat ratings. These numbers are about the average for the last few years. There have been a few candidates referred back for more training. It is very important for instructor trainers to be prepared to say no to applicants if they are not meeting the requirements of the rating. It is in nobody's best interests to let them continue before they are ready.

The instructor courses that have been offered have all been very successful and over the last couple of years the main hubs for the courses have been in Taupo and Nelson. Both sites offer very good facilities for running courses (and are fun places to fly from as well). The negative feedback about courses is usually about cost. Many seem to miss the fact that these courses are subsidised to help the club pilots in attending, but it is going to cost pilots out of their own pocket to some extent. It is part of the commitment you have to be prepared to take on.

The accident rate is always a concern and recently there has been a series of accidents in training situations, most of these accidents are still under investigation as I write this so I cannot yet state my opinions on the possible causes.

The reporting of accidents and incidents is improving in some quarters, particularly with the newer pilots, who don't seem to have the "ego" problems of some of the older pilots. There have been some instances of pilots withholding the truth and even worse in some reports. I send a warning to those pilots that "what goes around comes around" and eventually it will catch you up!

To be able to function, the Operations Team does need feedback from pilots, both positive and negative, otherwise we don't know if the direction in which we are going is correct. Not all comments and feedback can, or will, be acted upon to the satisfaction of the submitter, but keep it coming.

Finally I would like to thank all the guys who have been on the Ops team during my time for all their help, opinions and guidance.

Be careful out there! Cheers.

Doug Hamilton, National Operations Officer

NATIONAL AIRWORTHINESS OFFICER'S REPORT FY 2008-2009

GNZ Glider Maintenance: I am pleased to note that the gliders and motor gliders operated by GNZ members continue to be maintained to a generally high standard. And I thank all GNZ engineers for their conscientious efforts in this demanding task.

The formal Annual Inspection, is, I believe, working well. Maintaining serviceability, and at the same time reducing the overall cost of maintenance to the owner. And the Annual Review of Airworthiness has now not only caused maintenance standards to be raised, but has also increased awareness of the need for conformity to manufacturers requirements. ie. That the glider must conform to its Type Certificate, or properly modified state.

I still have some small disappointments, which I will insist be addressed.

These are; the Periodic Inspection requirements, and Inspections after wheel up landings. For gliders with a high usage rate, (ie 200 hours between inspections), those used for flight training, and those which are flown by a large number of pilots of varying skills and training backgrounds, (this includes club single seaters, and all gliders for hire.) The Periodic Maintenance Inspection, carried out to section 1, of GNZ Tech-22 Maintenance Schedule applies. This inspection has a maximum validity period of six months, or two hundred hours, between inspections. (MOAP Part 3, page 108, Para.8.refers)

Some operators are ignoring these Periodic Inspection dates.

In June 1990, it became a requirement that the operator of a glider record the number of launches carried out by their glider, and separated as to Aero-tow, Wire, or Self launch. (MOAP Part 3, Page 110, Para. 4.1 refers.)

After 19 years, there are still some logbooks that do not comply with this requirement.

GNZ Engineers: I again advise that I hope to visit GNZ engineers at some stage in the near future, and that they should take the time to review their airworthiness and maintenance procedures in view of the applicable Civil Aviation Rules, and GNZ requirements, as detailed in the GNZ Manual of Approved Procedures. It is well recognised that engineers are often put under extreme pressure by aircraft owners who either have limited knowledge of maintenance requirements, or who are unwilling to pay. This must not be used as an excuse.

GNZ Maintenance Forms: The GNZ maintenance and airworthiness forms on the GNZ website have recently been up graded. GNZ engineers should check that they are working to the latest issue. There are a large number of GNZ airworthiness forms (Tech-*), and Advisory Circulars (A/C -*), now on the Gliding New Zealand web page, (www.gliding.co.nz) and they are available for copying using "Adobe Acrobat Reader". These forms and A/C's will lead the engineer through the minefield of glider maintenance.

The DI/Techlog booklet is available from the Gliding International Book Store.

Although all gliders are on an Annual Inspection, there are a number of items and instruments that are subject to a range of required inspection periods, ie. Radio, Transponder, Altimeter, ELT's, Oxygen system, parachute, etc. The operator must keep track of the dates these items require inspection, Tech-8 (Record of Scheduled Maintenance), a logbook loose leaf entry, has been developed to assist with this.

Engineers' Courses: It is intended to continue to hold GNZ engineer training and upskilling courses. These are being discussed with clubs at this time. A letter will soon be sent to all clubs seeking feedback on their experience with attendees of previous GNZ courses, and their requirements in regards to GNZ engineers in the future.

To ensure that all GNZ engineers have the opportunity to be informed of current requirements, a series of meetings is to be held through out the North and South Island. GNZ Engineers are requested to attend one of these meetings.

Visits to Clubs: I am planning visits to Clubs (and perhaps private owners) to offer advice, help, and to generally discuss the Civil Aviation Rule Parts, and GNZ requirements applicable to glider airworthiness and engineering matters. During these visit I will be offering help with airworthiness paperwork, and will aim to ensure that all is in accordance with CAA Rules, and GNZ MOAP.

Engineers: During May, currency renewal notices were sent out to 29 GNZ Engineers who's Approval expires this June. In line with GNZ policy as defined in the MOAP, engineers must show recent currency to allow continuation of their approval.

GNZ engineers holding IA-G (Inspection Authorisation-Glider) Certificates must ensure that their Certificate remains current if they intend to carry out the Annual Review of Airworthiness, or certify conformity on a repair.

Currently there are a total of 73 persons holding GNZ engineer approval, and maintaining 361 gliders.

These engineers are split ; Class 2 = 29, Class 3 = 30, Class 4 = 14.
Of these, 13 hold a GNZ IA-G Certificate.

Aircraft Currently there are 308 gliders, 48 powered gliders, and 5 home built gliders, on the New Zealand Register, although a number of these are in storage or otherwise not in use at this time. Plus the interesting fact that a couple of gliders are registered as Micro-lights. This due to the fact that the country of origin do not issue Type Certificates, thus the gliders in question cannot be issued with a NZ Airworthiness Certificate.

Unfortunately, we have recently lost, or are in the process of losing, 9 gliders to overseas. Not counting the sad loss of several two seaters recently written off.

Roger Harris, National Airworthiness Officer

AIRSPACE COMMITTEE REPORT FY 2008-2009

The 20th November 2008 saw the introduction of Class D airspace in the Waikato with a lower limit of 4500 feet, down from 6500 feet. The Executive and Airspace committees fought hard against this imposition and were only partially successful in trimming back the dimensions. Two General Aviation areas have been promulgated over and south of Matamata which partially restores this airspace but there have been occasions when air traffic control has been reluctant to open them simultaneously.

It is important to realize that glider pilots have as much right as anyone else to enter and use Class D airspace. To that end we have asked clubs to designate an airspace

representative who's job is to educate and assist their club members to use controlled airspace and provide a communication link back to their committees and regional airspace officers. In particular we need to document the service or lack of it that glider pilots receive from the New Zealand Airways Corporation.

To facilitate this, the Executive has authorized resourced to create an airspace chat page on the GNZ web site to allow pilots to more easily record their experiences with ATC, both good and bad.

The summer has been spent preparing for the next round of map changes this November. Considerable dialog took place concerning the dimensions of Mandatory Broadcast, Transponder Mandatory and Common frequency Zones at Taupo and Paraparaumu. Mutually agreeable zones have been negotiated in both cases.

GNZ made two airspace change requests. The first to raise the base of controlled airspace in the central South Island to 13,500 feet when greater than 50 nm track miles from an instrument equipped runway, met with marginal success. A small area near Mount Arrowsmith has been raised from 9,500 to 13,500 feet and improvements have been made to the airspace south of Woodbourne.

Our request for changes to the Queenstown airspace have become entangled with Air New Zealand's desire to create a new GPS based approach along the centre arm of Lake Wakatipu to provide a more or less straight in approach for runway 05. This is a major undertaking and the opportunity has been taken to endeavour to rationalize the entire air traffic management in the area. This could be very much to our advantage in terms of the airspace required, but it will take time.

In conclusion I am pleased to report that the amount of controlled airspace for the coming 2009/2010 season is fractionally less than it was for the previous season.

Trevor Mollard, Chairman Airspace Committee

QUALITY MANAGER'S REPORT FY 2008-2009

Progress with auditing the delegation areas has progressed well.

The two areas to be audited this year were Instructor and Tow Pilot approvals. The instructor approvals that were received did not cover a significant period which indicates that our recording and filing system is not be working as effectively as it has been. I have not received any applications for Tow Pilots, however I am unable to confirm if any approvals were granted during this period.

Also I am pleased to report that there were three operational audits available for auditing with evidence that a further eight have been carried out.

This is encouraging and I look forward to further progress.

Ross Taylor, Quality Manager

CENTRAL REGISTER MANAGER'S REPORT FY 2008-2009

I have been preparing this report every year since I first computerised the GNZ membership in 1986. For the first time I cannot guarantee the accuracy of all these figures. The audit of the information on file was done with the preparation of the biennial Soaring Directory when individual pilot member details were formally checked in writing.

Because of your executive's misguided decision making processes, this audit is no longer possible with the demise of the directory, a feature of gliding in New Zealand that was the envy of many soaring nations. Your executive are dreaming if they believe members will update their own information on line voluntarily – it just won't happen – the number of changes per year are voluminous and club secretaries do not update individual pilot details ever. This is a fact of life well known from 23 years of experience. Pity this accumulated experience was never consulted.

John Roake, Central Register Manager

	2009	2008	2007	2006	2005	2004	2003	2002	2001
Flying members	781	814	841	851	876	919	913	920	892
Flying spouses	12	14	13	17	17	27	22	17	12
Junior pilots (paying)	16	11	19	34	18				
Total fee paying flying members	809	839	873	902	911	946	935	937	904
Junior sponsored pilots	23	36	33						
Non flying members	61	60	60	67	61	58	81	67	68
Total members on file	893	935	966	969	972	1004	1016	1004	972
50 years and over	557	542	560	562	530	539	555	560	518
Under 50 years	336	393	406	407	442	465	461	444	454
Average age	52.3	51.5	51.8	51.2	52.2	51.4	49.9	51.1	48.8
Males	854	894	914	921	929	957	970		
Females	39	41	52	45	43	47	46		
Loss/Gain in pilot members	-30 -3.6%	-34 -3.9%	-29 -3.2%	-9 -1.0%	-35 -3.7%	11 1.2%	-2 -0.2%	33 3.7%	-23 -2.5%
Private owners	261	269	281	283	279	285	291	281	278
Instructors	291	292	291	288	268	232	236	261	260
Tow pilots	142	141	150	164	162	160	165	165	155
New members	110	153	167	135	118	110	139	179	146
Old members rejoining	32	34	13	13	11	16	16	15	15
Average age of new members	38.8	42.6	33.8	36.5	39.3	39.4	38.4	41.8	38.5
Left the sport during the year	172	221	176	151	161	138	143	162	191
Average age on leaving	43.2	43.9	42.9	44.3	44.8	47.1	45.2	43.9	42
Time in the sport (years)	5.8	5.8	5.8	5.1	5.7	6.1	6.3	5.5	6.6

AWARDS OFFICER'S REPORT FY 2008-2009

QGP	24	(25)	Diamond Height	2	(4)
			Diamond Goal	5	(1)
Silver Height	8	(17)	Diamond Distance	3	(2)
Silver Distance	8	(14)	3 Diamond Badge	3	(1)
5 hour Duration	12	(15)			
Silver Badge	9	(12)	1,000 km Diploma	2	(4)
			1,500 km Diploma	1	(0)
Gold Height	7	(3)			
Gold Distance	4	(3)	NZ Record	4	(7)
Gold Badge	7	(0)	World Record	1	(0)
			Official Observer	1	(3)

During the past year, the Awards Officer has processed a total of 77 claims.

Together with Max Stevens, new SOO / OO certificates have been designed. The new certificates will be colour photocopied and laminated, to make them more durable. Since we have very few new OOs each year (~ 5) this seems to be a cost effective way of producing the certificates.

Low stock of Gold "C" certificate blanks, gave us the opportunity to assess the handling of certificates. Given the very small volumes involved, we decided to have the certificates photo copied on an actual requirement basis. New certificates have been designed, and will be produced on demand with the claimant's details printed rather than filled in by hand – this will look better and more professional.

The list of NZ Records has been tidied up, to correct past mistakes and reflect the latest changes and is again accessible on the GNZ website.

Highpoint of the 2008 - 2009 period would have been the processing of Jenny Wilkinson's 500km O&R course speed World record claim. Thanks to Max Stevens and Ross McIntyre for the much appreciated help.

Lowpoint of the 2008 - 2009 period would have been the rejection of Jenny Wilkinson's 300km Triangle speed World record claim.

The standard of O/Oing is at times not very satisfactory. O/Os need to realise that the pilot making the claim relies on the O/O's advice. A number of claims had to be rejected because of the poor advice given to the pilots concerned.

I realize that most O/Os hardly ever witness a claim and are therefore not current with the Sporting Code. However, Senior O/Os working for a commercial organization should do better.

I am wondering if some weeding should be done, after all it was in 1992 that the current list was started.

I am also wondering if B cat. Instructors should become O/Os as part of their training.

Interesting to note that 73% of all claimants live in the South Island.

Edouard G. Devenoges, Awards Officer

NATIONAL PUBLICITY COORDINATOR'S REPORT FY 2008-2009

With the exception of Jenny Wilkinson's World record, the last twelve months has not been the year of the 'big story' or international competition successes. Instead it has been a great year to showcase New Zealand gliding through regional competitions and many smaller local achievements and activities.

Throughout the year media including Aviation News, Pacific Wings, North and South, TV2, regional and community papers, and local radio regularly reported on gliding stories submitted, as well as all national and regional competitions.

During 2008 GNZ managed to secure a partnership with BSport as an exclusive national media vehicle reporting on gliding both competitively and recreationally. This sponsorship should not be taken for granted but should be seen by members as an important avenue for reliable support, promotion, comment and news of our sport. BSport is the fastest growing sport media in New Zealand and there is ample opportunity to develop this partnership which should be taken advantage of.

To BSport's credit they have not only ensured that all gliding news and stories submitted were used, but their news room also took the initiative in a number of instances to build on any gliding news they stumbled upon. They also worked very hard promoting and looking for angles to promote the 'Big day Up.'

After serving as National Publicity Coordinator for seven years I have, because of work responsibilities, stepped down from my role as of the AGM. The moment of realisation came as I was asleep in a Palestinian refugee camp on the West Bank and I received a call on my mobile from a club wanting help with a local news story. At that point I realised I was just a little bit too stretched to do justice to this important position.

Going forward I think the gliding movement needs to get beyond its ambivalence about sporting recognition and become clear on whether it wants to be a private and modest pursuit or take a more expansive approach and get public attention as a sport among others. Growth will bring needed revenue which will strengthen clubs and further opportunity for the development of gliding. That can only come through a well articulated and aligned publicity campaign and strategy locally and nationally.

I would hope that the GNZ membership continues to support the position of National Publicity Coordinator and appoints an experienced marketing or public relations specialist from within our ranks, or else seriously considers contracting an agency to ensure our profile continues to grow.

Thanks for the opportunity to serve the gliding community.

Steve Tollestrup, National Publicity Coordinator

WEBMASTER

Over the last 12 months we have seen a significant increase in the use of the gliding.co.nz website which has been encouraging.

The number of visitors to the website has doubled from around 50 to over 110 visitors per day. The number of pages viewed during a typical visit has also doubled from an average of 2.16 pages per visit to 4.02 pages per visit. The average time spent on the website has jumped from 1m:25s to around 2m:55s.

The busiest period for the website was early January (during the national championships) when traffic peaked at 280 visits per day.

The most popular pages after the homepage are:

- 1) Clubs (Find your nearest club)
- 2) Classifieds Ads
- 3) Events
- 4) Latest News
- 5) Racing
- 6) Training

I would like to remind all clubs to please send details of any events or news that happens within your club so that it can be included on the news and events pages and as always any feedback or ideas are more than welcome.

George Wills, Webmaster

GNZ IAN PRYDE MEMORIAL TRUST FUND FY 2008-2009

At the 31st March, the value of the Fund stood at \$62,216, down from \$101,966 at the same time last year. The reduction has resulted from the reduction in values of global and New Zealand equities associated with the World financial crisis.

Dividend and Bank interest amounted to \$2,199. Competition pilot levies amounted to \$1,240.

During the year \$4,000 was given to Ben Flewett and Dane Dickinson as a contribution to their costs of competing in the World Gliding Championships at Rieti. Over the years the Fund has contributed the sum of \$33,100 towards the costs of our pilots competing in World Championships.

Peter Heginbotham, for the Trustees

GNZ ROAKE TRUST FY 2008-2009

The year under review has seen the Trust secure a return of 10.62% (as opposed to last year's rate of 10.64%). It is worth mentioning that we have never taken in account accumulated unpaid interest due at balance date. The figure represents interest payments received only. If the accumulated interest due and yet to be paid at 31.03.2009 was taken into account in presenting the Trust's report for the year under review, the

actual return on capital funds for 2009 would amount to 11.8% (\$15786.72), which, must be regarded in these economic times as impressive.

The fund has now grown to \$143,635.72 (from an initial grant of \$6000 in 1974). During the year a grant was made of \$4000 to Dane Dickinson to compete at Rieti (Italy) in July 2008. The fund is well placed to support New Zealand representatives at World Championships, which is its sole purpose in life.

Inevitably, we must expect a decline in income for the year ended 31 March 2010.

It is interesting to report that grants since inception have exceeded \$100,000.00. Again - there have been no management expenses against any of the Trust's earnings although there are costs in approving new loans and inspecting securities. The trustees have decided that these costs will in future be reimbursed as a cost against income.

The Trustees have every reason to be proud of the Trust's 35 year history. Gliding New Zealand members should be confident that it is under capable and competent management.

Trustees: John Roake (Chairman), Peter Thorpe, David Prankerd

Notes

REMITS RECEIVED as at 13 MAY 2009

1. Executive Committee

That the 50% affiliation fee concession scheme for junior members be abolished with effect 1 November 2009.

Comment: GNZ currently has two alternative schemes for affiliation fee concessions for junior members (members who are 18 years of age or under at 31 October), as follows:

50% Scheme: GNZ reduces the affiliation fee by 50% (excludes SoaringNZ subscription). Club must waive all membership fees or subscriptions and/or glider costs by at least an equivalent amount so that the value of the GNZ concession is at least doubled and passed on to the junior member.

100% Scheme: GNZ affiliation fee and SoaringNZ subscription fully rebated. Club must waive all membership fees or subscriptions and glider costs. GNZ pays the SoaringNZ subscription where the junior member would be required to subscribe.

Affiliated clubs may determine which of the two schemes (if any) they support for their junior members. As at 31 October 2008, six clubs were supporting 11 juniors in the 50% scheme, and nine clubs were supporting 36 juniors in the 100% scheme.

Given that the 100% scheme is the most popular by far, the Executive wishes to simplify administration by dropping the 50% alternative.

2. Tauranga Gliding Club

That the GNZ affiliation fee for non-gliding tow pilots be set at \$50.00.

Comment: This has come about due to the increasing difficulty in getting new tow pilots (who are not glider pilots) to come and tow for our club - and we have talked with other clubs who are having the same problem and the tow pilots tell us it is the costs.

3. South Canterbury Gliding Club

That Gliding New Zealand undertake an investigation into the cost of insurance to the gliding community."

Comment: This investigation to identify those areas that are proportionately affecting the overall risk profile and any mitigation/amelioration that can be applied to lower the insurance cost to the wider membership.

Insurance is the single largest cost for most clubs. Our club spends approximately \$9,000 annually insuring \$200,000 worth of assets. Any mechanism that can reduce this cost would have a real and significant impact on our club (and others) viability.

Commercial, youth and competition gliding operations in New Zealand seem to have a disproportionate number of accidents. Is there a system where the risk/costs of these operations can be ring fenced (insured per event) to lower the premiums for the rest of the gliding movement.

An example might be that there is a competition insurance cost as part of any entry fee.

BUDGET 2009-2010

2008/09	<u>INCOME</u>	2009/2010
	<i>Subscriptions</i>	
\$65,500	Affiliation Fees	\$62,500
\$5,250	Additional Members during the year	\$6,000
\$7,000	Commercial Members	\$7,000
		\$75,500
	<i>Operating</i>	
\$550	Engineers Fees	\$550
\$2,750	Interest	\$2,000
\$250	Miscellaneous	\$250
\$750	Surplus - Sale Badges etc	\$750
		\$3,550
	<i>Grants & Sponsorships</i>	
\$16,800	SPARC Grant	\$16,800
\$3,000	NZ Aviation Federation	\$3,000
\$1,000	Other	\$1,000
		\$20,800
\$102,850	<u>TOTAL INCOME</u>	\$99,850
	 <u>Less EXPENDITURE</u>	
	<i>Executive & Management</i>	
\$21,500	Administration - Executive Officer/Secretary	\$26,500
\$11,000	- Treasurer	\$11,000
\$500	President's Forums	
\$1,500	Advertising	\$500
\$8,750	Travelling Expenses - Executive	\$7,500
\$1,000	Strategic & Management	
	Meeting Expenses	
\$4,000	Annual Meeting Expenses	\$4,000
\$1,000	- Annual Report	\$750
		\$50,250
	<i>Committees</i>	
\$4,000	Airworthiness Committee - Expenses	\$4,000
\$1,500	Airspace Committee Expenses	\$1,500
\$17,500	Operations Officers' Expenses	\$17,500
\$2,500	National Membership Register	\$2,500
\$1,000	Extraordinary Travel	\$1,000
		\$26,500
	<i>Representation</i>	
\$1,325	FAI Affiliation	\$2,000
\$7,500	I.G.C.- International Representation	\$3,500
\$1,150	Subscriptions	\$1,150
		\$6,650
	<i>Operating Expenses</i>	
\$8,800	Website Development & Maintenance	\$6,000
\$250	CAA Charges	\$250
\$650	Depreciation Equipment	\$500
\$1,200	Communications	\$1,200
\$1,600	General Expenses	\$1,600
\$1,335	Insurance	\$1,335
\$200	Printing & Stationery	\$200
\$200	Publications	\$200
\$0	Engineer's Course	\$0
\$500	Engineer's Grants	\$500
		\$11,785
	<i>Grants & Concessions</i>	
\$4,500	Youth Schemes	\$3,800
\$1,250	Youth Glide - Donation	
		\$3,800

\$106,210	Expenditure Before Provisions	\$98,985	
	<i>Allocations to Specific Funds</i>		
\$6,100	Promotions Fund - Transfer Affiliation Fees	\$5,900	
	Instructors & Cross Country Course		
\$2,000	- Provision		
\$2,750	- Sponsorship Transfer	\$2,750	
<u>\$1,000</u>	Tasman Trophy Fund	\$1,000	
	\$11,850		\$9,650
\$118,060	<u>TOTAL EXPENDITURE</u>	\$108,635	
-\$15,210	<u>EXCESS INCOME OVER EXPENDITURE</u>	-\$8,785	

Annual Subscriptions & Entrance Fees

The Executive Committee recommends that, except as noted in paragraph (C), the annual subscriptions and entrance fees for 2009-2010 remain the same as in the previous financial year, as follows:

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;

- (i) Flying members on the Central Register at 31 October in any Year.
- (ii) 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 \$450.00 (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 Glide Omarama and Southern Soaring a fee of \$3,375 (including GST). For the Sky Sailing Company a fee of \$1,125 (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: A 100% concession scheme shall continue to be available for junior members for the 2009/2010 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.

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	2	Nelson Lakes GC	2
Auckland GC	4	Norfolk Aviation SC	1
ATC Association	1	Omarama GC	2
Canterbury GC	4	Omarama Soaring Centre	1
Central Otago FC	1	Otago GC (YGO)	1
Clutha Valley GC	1	Piako GC	4
Glide Omarama	1	Rotorua GC	1
Gliding Hutt Valley	1	Sky Sailing Co	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	3
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.

PAST AWARD WINNERS

The Angus Rose Bowl	The Friendship Cup
1975 Jack Hanlon	
1976 Wynn Craven & Geoff Ferner	
1977 Len Thompson	
1978 Ted Ashwell	
1979 Russell McDowall	
1980 John Roake	
1981 Jim Harkness	
1982 Noel Jones	
1983 Ian Pryde	
1984 Ross Macintyre	
1985 Max Stevens	
1986 Roger Harris	1986 Bill Walker
1987 Bruce Cunningham	1987 Dave Prankerd
1988 Bill Walker	1988 Jim Rankin
1989 Richard Halstead	1989 Theo Newfield
1990 Mo Wills	1990 Sandy Norman
1991 Sandy Norman	1991 Jan Walker
1992 Bob Henderson	1992 Rex Thomas
1993 Bob Struthers (posthumously)	1993 Betty Cunningham
1994 Tony Timmermans	1994 Warren Spence
1995 John Roake, Bill Walker, Bob Henderson, Mark Aldridge, Wayne Wilson (WGC Directors)	1995 World Championship volunteers
1996 Ann & Frank Gatland	1996 Russell Thorne, Simon Casey & Steve Bell
1997 Dennis Crequer	1997 Gavin Wills
1998 Peter Lyons & Ralph Gore	1998 Gordon Hookings
1999 Roger Read	1999 Rex Kenny
2000 Gordon Scholes	2000 Roger Harris
2001 Ross Marfell	2001 Brian Chesterman
2002 Ruth Pryde	2002 Malcolm & Roseann Walls
2003 Ian Finlayson	2003 Karen Morgan
2004 Stewart Cain	2004 Tom Anderson
2005 Gordon Hookings	2005 Peter Chadwick & Gary Wakefield
2006 Ivan Evans	2006 Yvonne Loader
2007 Tom Anderson	2007 Trevor Terry
2008 Trevor Atkins (posthumously)	2008 Sue Wild