

GLIDING NEW ZEALAND ANNUAL REPORT 2012



**Conference 9 June
AGM 10 June**

**James Cook
Hotel Grand
Chancellor**

GLIDING NEW ZEALAND INCORPORATED ANNUAL CONFERENCE & AGM 2012

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WEEKEND PROGRAMME

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

SATURDAY – 9 JUNE 2012

Time		Session	Chair/ Presenters
09:00	-- 10:10 am	Chief Flying Instructors' Forum (Club Delegates welcome.)	George Rogers
10:15	-- 12:00 pm	Contest Pilots' meeting	Ross Gaddes
12:00	-- 1:10 pm	Buffet lunch	
1:15	-- 2:30 pm	National President's Forum – review of planning session – membership data online – report from CFIs' Forum – club issues from the floor	Nigel Davy (President) David Jensen Laurie Kirkham George Rogers Nigel Davy
2:30	-- 3:15 pm	Risk-taking, stress and aging	Penny Mackay
3:15	-- 3:40 pm	Afternoon tea/coffee	
3:40	-- 4:15 pm	Cross-country training	Jerry O'Neill
4:15	-- 5:15 pm	How to herd cats, or what's required to be a Contest Director	Roy Edwards
5:30		Cash bar opens	
6:00	-- 6:40 pm	Youth Glide Showcase	Abbey Delore/Alex McCaw
6:40	-- 7:30 pm	Cocktail food will be served, during which the Annual Awards will be presented from 7:00 pm	

SUNDAY – 10 JUNE 2012

9:30 -- 12:00pm Annual General Meeting

CONTEST PILOTS' MEETING

Agenda

1. Attendance List
2. Apologies
3. Chairman's report
4. Confirmation of incoming committee
5. Minutes of previous meeting (11 June 2011)
6. Minutes from pilots' meetings at competitions
7. Matters arising
8. Remits
9. Rule changes
10. Competition venues and dates
11. Selection of pilot representatives for the representative international selection panel
12. General business

Sailplane Racing Report

While the soaring season may not have delivered particularly memorable weather overall, our championship calendar was rather fortunate, with most events fielding a large number of competition days. The unfortunate exception was again the Central District Championships which managed only one day of racing.

Pilot numbers at our competitions appear to be rather static on the whole, with some competitions being well attended and others less so. The South Island Regional Championships were particularly successful with nearly 40 pilots including many first time competitors. Conversely, the Club Class Nationals in Omarama attracted only 9 pilots, however their feedback has been very positive and the SRC remains optimistic for the future of the Club Class as a separate competition from the ballasted classes. The Multi-Class Championships in Matamata had only 26 entries, which is possibly the lowest for a multi-nationals in over 2 decades (although only 27 in 2011). Despite some trying conditions from persistent easterly flows, most pilots that did attend recounted an enjoyable contest.

I am again pleased to report a limited number of accidents occurring in competitions this past year. The SRC would like to commend competition pilots for pursuing good airmanship practices. As long as we collectively maintain our vigilance, I'm sure we will be able to keep a good safety record at our competitions for many years to come.

Another positive item is Tim Bromhead's successful performance in the Tasman Trophy, meaning NZ has retained the trophy for 2 years running now. Tim flew very well in the Standard Class to hold off a determined effort from Australian representative Bryan Hayhow. Australia will host the Tasman Trophy next season, so the challenge is laid for an aspiring pilot to deliver the hat-trick in continental thermals.

No competition season would be complete without several controversies arising out of our competition rules. In the past year the SRC has primarily been occupied with resolving confusion over the purpose and application of penalties for airspace infringements, the possibility of cancelling tasks after the opening of the start gate, and concerns over the rules of class entry. To remedy the controversy surrounding airspace penalties, the SRC has composed a detailed set of guidelines for their application. All interested pilots can access the guidelines by way of the GNZ website. For the unusual occurrence of cancelling a task after the start, the SRC concluded that this is an important power to be retained by competition organisers, but we emphasize the caution with which such a decision must be made. The SRC deliberately resisted explicitly detailing the circumstances under which such cancellation might be appropriate. The recent changes to the class entry rules have proved to be a rather contentious issue and will likely require some ongoing discussion before the matter can be laid to rest.

Another noteworthy piece is the continued improvement and excellence of the Pilot Ranking List. I would like to specially acknowledge the tremendous work that Maurice Weaver has contributed to this project. Through a cunning set of formulae, the SRC feels that the ranking list provides an accurate comparative evaluation of NZ competition pilots' racing form.

In terms of international news, unfortunately I must advise that John Coutts will not compete at World Gliding Championships in Uvalde (USA) this coming August. John cited prohibitive costs as the main reason for his withdrawal. This leaves NZ without any representatives to the World Championships this year – the first time NZ has not participated since at least 1963.

The recent International Gliding Commission (IGC) plenum in Potchefstroom (South Africa) yielded little in the way of encouraging news regarding improvements to World Championships. The current multiple-event format appears to now be firmly entrenched, with an additional "World Championship" being created for an unhandicapped 13.5 meter class in 2015. The IGC is also perusing the creation of a specialized doctrine for rules pertaining to safety. While the intentions are extremely noble, regrettably the approach being instituted is likely to produce a "sacred cow" safety mantra that inhibits rational discussion and could potentially instigate very drastic and undesirable future changes to international competitions. One positive aspect coming out of the plenum was the awarding of the 2015 Junior World Championships to Narromine (Australia). This event will provide young NZ pilots with their best ever opportunity to compete on the international stage. Potentially, there could be 6 junior pilots representing NZ at Narromine in 2015.

On a related subject, unfortunately, despite the positive discussions following on from the last GNZ AGM, the Pilot Development project has stalled somewhat and there is no active dialogue about the subject occurring within the SRC, the GNZ Executive, or the "development committee". The SRC would like to stress that lack of progress on this matter should not deter aspiring pilots from pursuing international ambitions, and that considerable ad-hoc assistance can still be provided from the gliding movement (as has been occurring for the past decade).

Finally, I would like to thank the rest of my committee for their excellent work in the past 12 months.

Dane Dickinson, Chairman Sailplane Racing Committee

Minutes of the Annual Pilots' Meeting 11 June 2011

The meeting opened at 10:20 am

Attendees:

Graham White, Rod Ruddick, Alex White, Ron Sanders, Nigel Davy, Ralph Gore, Max Stevens, Grae Harrison, Terry Jones, Karen Morgan, Trevor Terry, Tony van Dyk, Tony Passmore, Vaughan Ruddick, Warren Dickinson, Jenny Wilkinson, Russell Thorne, Warrick Bethwaite, Rangi de Abaffy, Tim Hardwick Smith, Peter Thorpe, George Rogers, Bob Gray, Mark Wilson, Sandy Griffin, Paul Marshall, Steven Care, Kevin Bethwaite, David Jensen, Brett Hunter, Edouard Devenoges, Gavin Wills, Maurice Weaver, Ross Gaddes, Dane Dickinson (chair)

Apologies:

Mike Oakley, Ben Flewett, George Wills, Martyn Cook

SRC annual report:

Dane Dickinson's annual report was taken as read and accepted – T Terry, Warwick Bethwaite.

Confirmation of incoming SRC:

Unopposed re-election of Edouard Devenoges and Ben Flewett. Succeeding committee confirmed as: Ben Flewett, Brett Hunter, Dane Dickinson, Edouard Devonoges, Maurice Weaver, Ross Gaddes

Minutes from previous Annual Pilots' Meeting 12 June 2010:

Minutes of previous meeting accepted as true and accurate record – Tony van Dyk, Nigel Davy

No matters arising.

Minutes from Pilots' Meetings during competition season:

Minutes of pilots' meeting from Omarama 11 January 2011 accepted as true and accurate record – Tony van Dyk, Brett Hunter

Minutes of pilots' meeting from Matamata 12 February 2011 accepted as true and accurate record – Tony van Dyk, Maurice Weaver

No matters arising.

Remits:

No formal remits received or conceived.

Proposed rules changes:

1. Speed limit on starts

SRC proposed that the starting procedures are re-written as follows:

- The pilot's speed at the point of crossing the start line must not exceed 170 kph (91.9 knots).
- The current rule (4.7.6) and penalty requiring a pilot to be below the start height for 2 minutes prior to starting are to be deleted and replaced.
- The penalty for excessive speed across the start line will be 1 point for every kph over 170kph.

Dane Dickinson explained that the intent is to achieve the same goal as the current 2 minute rule of prohibiting VNE+ startline behaviour, but prevent unintended consequences. Speed limit currently used successfully in Sailplane GP and some European competitions.

Discussion on the proposal highlighted possible issues with speed calculation (ground speed vs. actual Cartesian 3D velocity). SRC to investigate scoring problems. Suggestion of 10 kph buffer for no penalty. Additional concern was if this rule would affect unlimited height starts. Resolved that a start speed limit would only be in effect when a start height was in effect.

Motion to adopt the proposed starting speed limit with provisos of a 10 kph non-penalty buffer, and, that is affects only height limited starts – David Jensen, Gavin Wills. **CARRIED**

2. Airborne tasking

SRC proposed the following restrictions and requirements for airborne tasking:

- Task sheets for all possible tasks must be provided to pilots at least 10 minutes prior to first launch.
- Current rules governing the gate opening time apply (i.e. 15 minutes) but in addition to this the contest organisers must allow a minimum of 10 minutes from the time the selected task is announced on the radio to the opening of the start gate.
- A maximum of 3 task options can be set by the organisers prior to take off. In addition to the three task options the duration time of AAT tasks can also be changed in the air.

Dane Dickinson explained that current rules did not prohibit a task being called after launch, but that there was no precedent. SRC views that Airborne tasking could be an extremely useful tool for task setters, and feel that it is only a matter of time before it occurs. The proposal is to ensure fair procedures are in place for when it does happen. Gave examples of the system being successfully used overseas

Discussion covered many issues: safety, should be three tasks only, GPS programming, emergencies only, time may be extended, if it's not broken why fix it and who makes the decision, from those experienced in this system changes are usually minor, recommendation to limit use, start point not to change, sufficient briefing and should be used less frequently, AAT circle radii should be allowed to change, overseas aircraft spread out to adjust computers, amount of time required before launch, if adopted air tasking should reviewed at next meeting.

Motion that the proposal has the support of the meeting, subject to the provisos: that task options must have the same start point, that adequate briefing and task sheets must be given as early as possible, that airborne tasking is a tool to be used sparingly and not to become “the norm”, that the issue is reviewed as an agenda item at next year’s meeting – Dane Dickinson, Grae Harrison. **CARRIED**

3. Class delineation

To tidy class entry, SRC proposed changes to class entry as follows:

- Maximum of 1.11 for 18M
- 1.05 for 15M
- 1.02 for Standard
- 0.84 for Sport
- Upward qualification possible in all classes (except club).

Dane Dickinson explained that the current rules were somewhat complex and outdated for determining a sailplane's class qualification. Felt that moving to simple handicap cut-offs would relieve confusion and provide pilots with greater flexibility in determining racing groups.

Discussion noted that handicap disparity in classes was an issue for task setters, but that this is best resolved amongst competitors. Some felt allowing upward class qualification would reduce numbers in certain classes. Need to plan for the future, and this caters for flexibility required. Discussion over handicap cut-offs – ASG 29, Diana 2, LS6w, PW6. SRC may need to amend in time.

Motion to adopt the proposed changes – Dane Dickinson, Jenny Wilkinson. **CARRIED**

4. Club class

Dane Dickinson explained that it is apparent that the new club class definition has not been well received by all pilots. SRC has not reached consensus on a solution. Possible options are:

- Two tier competition.
- Restrict entry to “true” club class gliders – all other gliders MUST fly hors concours.
- Status quo

Maurice Weaver explained that discussion was needed in respect to the Club Class being scored separately, placed separately and ranked separately from non-club class aircraft.

Lengthy discussion ensued regarding how best to treat “non-club class” gliders. Was not possible to score club class gliders separately in an “open class”. Resolved that a two tier competition would not be ideal but is ultimately decided by organisers (ie if they wish to hold another class/event along side the Club Class Nationals). Outcome preferred by most is that the club class is a respected and proper racing class, but that non-club class gliders should be allowed to bolster numbers though not eligible to win. If additional prizes are awarded, that is the prerogative of organizers. Hors concours seen as best solution in addressing all issues. Scoring is to include ALL gliders, but that the scores of genuine club class gliders are LISTED separately from HC gliders. HC performances not included on ranking list. SRC to liaise with competition organisers on best event format.

Motion that Club Class Nationals to be a separate event and that non-club class aircraft compete hors concours. Club class defined as gliders with handicaps from 0.84 to 0.98 – Gavin Wills, Nigel Davy. **CARRIED**

Competition dates & venues: The following fixtures were confirmed: (Bold type denotes SRC managed contests.)

Central Plateau Soaring Contest – Taupo 2011, 29 Oct 2011 – 6 Nov competition.

South Island Championships – Omarama 2011, 12 Nov practice, 13 Nov – 19 Nov competition.

Northern Regional Championships – Matamata 2011, 26 Nov practice, 27 Nov – 3 Dec competition.

Youth Soaring Development Camp – Omarama 2011, 9 Dec – 19 Dec.

Drury Competitions – Auckland 2012.

Omarama Cup – Omarama 2012, 14 Jan practice, 15-22 Jan competition.

Club Class National Championships – Omarama 2012, 14 Jan practice, 15-22 Jan competition.

Multiclass National Championships – Matamata 2012, 28 Jan practice, 29 Jan – 8 Feb competition.

Central Districts Regional Championships – TBC

SRC to determine Central Districts and disseminate information to pilots in timely manner.

Selection of pilot representatives for the International Representative Selection Panel:

Nominations were called for and were: Max Stevens (Nom. K Morgan) & Tony Van Dyk (Nom. D Dickinson). As there were two vacancies no vote was required and these nominees were confirmed.

General Business:

1. Veterans Trophy

Tony van Dyk presented the veterans trophy (missing until now) to 2010/11 18M nationals runner up, Warren Dickinson.

2. Pilot Development

David Jensen, Brett Hunter, and Dennis Crequer had recently formed a small committee to investigate the possible creation of a GNZ driven formal Pilot Development Program. David Jensen spoke of progress thus far and asked pilots whether they support such an idea and if this was going in the right direction.

Lengthy discussion occurred about NZ representation, a national coach, pilot funding, program goals, realistic aims, flying in and working with Australia, past Programs (1990s w/ Peter Lyons as National Coach), changing mentality and culture of clubs to be more competition focused, communal resources, movement motivation and sacrifice, ideas of how to best train pilots, targeting individuals and a national squad. Resolved that the movement doesn't just want pilot development, but desperately needs it. Pilot development committee to proceed and investigate appointment of National Coach.

Meeting closed 12:30 pm

Remit to Pilots' Meeting 2012

Grae Harrison / Brett Hunter: *To rescind the current rule change that occurred at the last AGM 2011 concerning the abolition on minimum handicaps and wingspan requirements for entry to the 18m class and revert to the rule prior to this change.*

Comment: The reasoning behind this change back to the rule prior to the AGM in June 2011 is to allow competition pilots to fully discuss the benefits or otherwise of allowing any glider to compete in the 18m class without downgrading the 18m class in to a Sports Class handicap type competition. The rule change that occurred at the AGM June 2011 was put through with little notice and without the opportunity for meaningful debate within both the SRC and the competition pilot community. I believe the majority of pilots at the 2011 AGM had little understanding of its ramifications. Under the current rules a 15m glider of any type can compete in the 18m class. We favour keeping the classes in their pure forms otherwise the 18m becomes a downgraded Sports Class event. There will always be exceptions for the Duo Discus or older types of gliders with spans over 15m such as the Nimbus 2 and DG400 to allow them to compete in 18m class.

ANNUAL MEETING
10 June 2012 – 9:30 am

Agenda

1. Apologies
2. Establishment of proxies
3. Matters Arising from minutes of the annual meeting 12 June 2011
4. Adoption of President's Annual Report
5. Adoption of financial statements for the year ended 31 March 2012
6. Trust Reports
7. Umbrella Trust proposal
8. Adoption of Annual Reports of officers, committee chairs and trusts
9. Consideration of remits
10. Approval of budget for 2012-2013
11. Fixing of entrance fees and subscriptions for 2012-2013
12. Annual Group membership
13. Elections (nominees in brackets)

President	(Nigel Davy)
Vice President	(Karen Morgan)
Three Executive Members	(David Jensen, Steve Wallace, Frank Saxton)
14. Appointment of Auditor
15. Date and venue of the next annual meeting (9 June 2013)
16. Closure

**Minutes of the Annual Meeting Held at the James Cook Grand
Chancellor Hotel, Wellington
Sunday 12 June 2011, Commencing at 0930h**

The President called 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:

Executive Committee: Nigel Davy (President - Chairman), Karen Morgan (Vice President), George Rogers (Immediate Past President), Laurie Kirkham (Treasurer), Max Stevens (Executive Officer); and Ralph Gore, Tom Davies, David Jensen (Committee).

Members represented: Auckland Aviation Sports, Auckland, Canterbury, Central Otago, Clutha Valley, Glide Omarama/Southern Soaring, Gliding Hawkes Bay & Waipukurau,

Gliding Hutt Valley, Gliding Manawatu, Gliding South, Gliding Wairarapa, Hauraki, Matamata Soaring Centre, Nelson Lakes, Omarama Soaring Centre, Otago, Piako, South Canterbury, Taranaki, Taupo, Tauranga, Wellington.

Committees and officers represented: Airspace, Airworthiness, Awards, Central Register, Operations, Quality, Sailplane Racing.

APOLOGIES:

Apologies for unavoidable absence were accepted from the following: Trevor Mollard (Chairman Airspace Committee), Tim Hardwick-Smith (Taranaki), Norman Duke (Auckland), George Wills (Glide Omarama), Bill Mace (Piako).

MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 13 JUNE 2010:

There was little progress to report on formalizing the GNZ Loan Fund into a formally designated trust.

The National Operations Officer reported good progress with the auditing of clubs.

ADOPTION OF PRESIDENT'S ANNUAL REPORT:

On the motion of Southland, seconded by the Omarama Soaring Centre, the report was **adopted**.

ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2011:

The statements showed a deficit of \$3,443 as compared with a deficit of \$5,325 for the previous year.

On the motion of Canterbury, seconded by Hawkes Bay & Waipukurau, the accounts were **adopted** subject to audit.

ADOPTION OF ANNUAL REPORTS OF OFFICERS, COMMITTEES & TRUSTS:

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

Additional comments were made as follows:

K Bethwaite, a member of the Airspace Committee, advised that the expected improvements to controlled airspace that would affect gliding operations in the south of the South Island would not now be implemented until November 2012.

CONSIDERATION OF REMITS:

South Canterbury Gliding Club

That Gliding New Zealand executive examine the feasibility of becoming part of Flying New Zealand.

Comment: Other part 149 organisations looking at joining. Full Time Staff. Scale of influence. Affiliation fee of \$25.

In order to facilitate discussion, the remit was seconded by Wellington. It was observed that, although Flying New Zealand held a Part 149 certificate, there appeared to be little evidence of its use in practice. Also, as the bulk of its activity was covered directly by CAR

Part 61 for pilot qualifications, Part 67 for medicals, Parts 43 and 66 for aircraft maintenance and Part 91 for operations, there was no need for the organisation to have the extensive documented procedures necessary for gliding that GNZ had in place. Although it was understood that one of the microlight organisations was considering amalgamation with Flying New Zealand, it was difficult to foresee any real benefits to glider pilots in GNZ making a similar move.

The remit was put to the vote and **lost**.

APPROVAL OF BUDGET FOR 2011-2012:

Budgeted income for the year amounted to \$104,000 mainly from subscriptions of \$77,800 including \$4,500 income from additional members joining during the year and \$8,300 in fees for Commercial affiliates. Expenditure was budgeted at \$103,800, resulting in a surplus of \$200.

It was observed that the key to holding or reducing affiliation fees is for clubs to increase membership. This could be facilitated by means of a GNZ marketing plan supported by clubs doing much better with regard to membership retention. Funding via the various community trusts is not available to an organisation like GNZ; such sources needed to be tapped locally by clubs.

A discussion took place on the merits of introducing other funding mechanisms, such as a levy on trial flights, annual airworthiness fees, and/or audit fees. Such mechanisms might be required in the event that remuneration becomes necessary for filling certain key GNZ positions. Delegates were invited to discuss alternative funding mechanisms within their clubs and to communicate their views to the Executive Committee in the coming year.

On the motion of Clutha Valley, seconded by Canterbury, the budget was **approved** on a show of hands.

FIXING OF ENTRANCE FEES & SUBSCRIPTIONS FOR 2010-2011:

The Executive Committee recommended that the annual subscriptions and entrance fees for 2011-2012 remain the same as in the previous financial year, except for:

- Raising of the basic subscription of \$100.00 to \$110.00 (GST inclusive)
- Changing the ATCANZ subscription to a rate equivalent to the affiliation fee for five flying members of a GNZ Full Member
- Raising the subscriptions for Commercial members to \$7,000 (+GST) for Glide Omarama/Southern Soaring (combined), and \$1,100 (+GST) for the Sky Sailing Company.
- Changing the entrance fee to equate to one flying member affiliation fee.

The Glide Omarama/Southern Soaring delegate advised that his company greatly appreciated the considerable assistance it had received from GNZ in connection with the proposed CAR Part 115 and other matters, and it was therefore comfortable with the recommended subscription. However, he asked that the Executive consider a more transparent funding model for Commercial Members in future.

On a show of hands, the recommended entrance fees and subscriptions were **approved**, there being only one vote against.

ANNUAL GROUP MEMBERSHIP:

The Executive Officer advised the meeting that, at its meeting the previous day, the Executive had renewed the Annual Group Membership of the NZ Air Training Corps Association of NZ (ATCANZ) for a further year in accordance with Rule 7(c). There were no other Annual Group Members.

ELECTION TO EXECUTIVE COMMITTEE:

Tom Davies had reached the end of his term of office but, as no nominations had been received in proper time as prescribed by Rule 17, the Executive had invited Mr Davies to serve a further year. Mr Davies had indicated his willingness to remain in office in accordance with Rule 18(a)(viii).

With acclamation, Mr Davies was **declared elected** for a further term of one year.

APPOINTMENT OF AUDITOR:

On the motion of Clutha Valley, seconded by Nelson, the firm of Mead Stark, Chartered Accountants of Wanaka, was appointed as auditor.

GENERAL BUSINESS

In response to an invitation from the Chairman to raise any general matters, delegates:

- Expressed a desire to receive the minutes, or a summary thereof, of each Executive meeting. It was agreed that this would be arranged via email to presidents and secretaries after each Executive meeting.
- Suggested that a representative of Youth Glide be invited to attend each Executive meeting and that a registered charitable trust be set up to support Youth Glide activities.

2011 ANNUAL MEETING:

It was agreed that the next meeting be held in Wellington on 10 June 2012, at the same venue.

The President declared the meeting closed at 11:10 am.

Read and adopted as a true and correct record this 20th day of August 2011.

Chairman



Awards and Trophies – 2011:

Angus Rosebowl	George Rogers, Wellington
Friendship Cup	Warwick Bethwaite, Canterbury
CWF Hamilton Trophy	Max Stevens, Wellington
AirNZ Soaring Award	George Wills, Glide Omarama
AirNZ Cross Country – North Island	Mark Drayson, Piako
AirNZ Cross Country – South Island	Chris Streat, Omarama
Buckland Soaring Award – North Island	Tony Passmore, Wellington
Buckland Soaring Award – South Island	Peter McKenzie, Central Otago
Rothmans Challenge Gold Cup	Not awarded.

PRESIDENT'S ANNUAL REPORT

Appreciations: Tom Davies has completed a final one year term on the executive and is standing down at the AGM. His skills, experience and expertise will be missed by the executive and I would like to thank him for his singular contribution over the years to the management of our sport.

Ralph Gore is also standing down after many years on the executive. He has represented the northern area very well, and his common sense and knowledge will be missed around the board table. Thanks Ralph.

Max Stevens continues to work hard for the gliding in his role as executive officer. After last year's huge effort battling Part 115, the rule on "Adventure Aviation" is in place now, whether we like it or not. Gliding has the longest transition period of the sports, however if your club is undertaking commercial activities you need to get your paperwork in place by 1 May 2013.

I am grateful that both Karen Morgan (VP) and David Jensen have agreed to make themselves available for re-election and we also have nominations for the positions being vacated by Ralph Gore and Tom Davies.

Airworthiness: After many years of service, Roger Harris has recently retired from the airworthiness position. Thank you, Roger, for your decades of hard work at the national level. It must have seemed like a thankless task at times.

This space is open, with Max Stevens filling it temporarily. We are at present trying to recruit another engineer to fill this role as it is critical to our continued operation.

Operations: I am very pleased that George Rogers who has agreed to remain as National Operations Officer, continuing his good work in this area. We were unable to find anyone else with the appropriate experience to volunteer for this essential job. This role is crucial to GNZ retaining its certificate to operate, so next time we call for volunteers we will need a response or we will all be on the ground.

George's team regional operations offices (ROOs) of Jerry O'Neill (southern), Ross Anderson (central) and Steve Care (northern) are continuing in the job. Your club can expect to hear from them in their continuing audit role, if not this year then next year. We remind you that your club is equally responsible with GNZ for getting your operations reviewed, so if you have not heard from your ROO lately, please give them a call to set up a weekend visit.

Thanks guys for all your work.

Treasurer/CRM: Laurie Kirkham is now bedded in as central register manager as well as treasurer. The dual roles tie in well together and we are pleased with the high quality information that the executive receives in a very timely manner. Laurie has written to clubs about dealing with their own database management using the central register, and she is keen to help as clubs get to grips with the new system. We believe that it will save time and paperwork for clubs as well as GNZ.

Publicity: Nick Reekie and his team supported a good flying display by Doug Hamilton in Ash 25 '73' at Warbirds over Wanaka this Easter. Thanks to Garry Wakefield and John Robinson for the use of your gliders, and to Jill McCaw and supporters from Youth Glide for the hours on the stall. Richie McCaw and Nick shared the commentating roles, and we were pleased that the glider flying display won the Facebook competition for the best display.

Youth Glide New Zealand: I am pleased to report the formation of Youth Glide New Zealand, to operate as a GNZ committee with a focus on the ethos and guiding principles of Youth Glide, promoting an expansion of its activities and maintaining standards for the good of young people involved in gliding. The recent development of NZQA qualifications available for young glider pilots, in particular the National Certificate in Aviation, must be good for the future of our sport. As a result of Youth Glide activities, particularly the two amazingly successful Youth Glide Development Camps run by Roger and Kim Read, youth flights are steadily increasing year on year as a proportion of total glider flights.

Strategy: David Jensen followed on from the strategy meeting in Tauranga in February 2011, and a second meeting was held in Christchurch in October. David is now pulling the material together, and indicates that marketing and membership retention are key concerns. We are determined to move this plan forward and so you can expect more on this in the coming year.

Trusts: It was identified as part of our risk assessment review that the GNZ Loans Trust funds were potentially at risk from creditors if GNZ became less solvent in the future.

Tom Davies has worked with the lawyers to draw up a Deed for an 'Umbrella Trust', in which GNZ's trust funds will be protected. This makes it a separate entity from GNZ, controlled by the Trustees of the Trust rather than by the executive.

The Trustees will include me in my role as President, another executive member, and several senior members of the gliding community are currently being approached to become Trustees. The Trust will appoint independent financial advisers. The deed will be signed in the next few weeks, and GNZ's trust funds will be transferred to the Trustees soon after that.

The invitation is also open to the Trustees of the several other Trusts associated with gliding to put their funds in here too. The special nature of these Trusts will be retained, including their purposes (whether for overseas competition, youth flying, or improving cross country skills) but the capital funds will be part of a larger investment pool, with lower administration costs and tax exempt status.

This move is also part of an initiative from a couple of years ago to get a clearer picture of what funds are available for pilot development, and we look forward to this significant project being completed this year.

Ahead: Last year I mentioned that the volunteer pool is in serious decline, which we are sure that you will be noticing at club level too. Filling the critical positions is getting much harder and I believe that the time is approaching when we will have to move to a "user pays" model, unless we can get more help from within.

At present we do not have the funds to employ people to fill positions so this funding will have to be come from charges for services that we provide. Remember that if you are not prepared to put your hand up for a volunteer position to help the organisation, then you are hardly in a position to oppose any fee increases!

Closing: Thanks to all the many people in the gliding community, who I have not managed to mention and who have dedicated so much volunteer time, especially those on the Executive and in the committees of Airspace, Awards, SRC and Quality Management.

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

Nigel Davy, President

GLIDING NEW ZEALAND INCORPORATED
INCOME STATEMENT
For the year ended 31 March 2012 (continued)

Total 2011		Total 2012	GNZ General Funds	
			2012	2011
	EXPENDITURE			
2,296	Aircraft Rental Tasman Trophy	1,304		
2,000	Auditing	1,180	1,180	2,000
3,517	AGM expenses	3,484	3,484	3,517
-	Airspace Committee expenses	320	320	
7,045	Airworthiness Committee	4,000	4,000	7,045
5,500	Amortisation of website development costs	-		5,500
262	Annual report	177	177	262
1,500	Awards Officer's expenses	1,500	1,500	1,500
-	Civil Aviation charges	325	325	
2,279	Communications	2,270	2,270	2,279
2,968	Concessions granted to Youth	3,043	3,043	2,968
11,797	Executive's Travelling expenses	9,864	9,864	11,797
36,761	Executive Officer's remuneration	25,578	25,578	36,761
2,438	FAI affiliation fees	1,531	1,531	1,667
755	FAI awards	163		
888	General expenses	378	378	888
1,300	IGC representation	1,300	1,300	1,300
1,180	Insurance	1,290	1,290	1,180
2,500	National Membership Register	2,500	2,500	2,500
1,182	Operations Officers' expenses	725	725	1,182
3,502	Promotional Advertising	500		
352	Promotional copies of "Soaring NZ"	435		
312	Publications	-		312
3,000	Publicity Officer's expenses	490		
965	Subscriptions	1,173	1,173	965
2,351	Training Course Contributions	1,600		
16,405	Treasurer's remuneration	11,295	11,295	16,405
-	Website Development	1,400	1,400	
-	World Champs entry fees	-		
113,056		77,828	73,335	100,029
	EXCESS/(DEFICIT) OF INCOME OVER EXPENDITURE			
(\$3,443)		\$35,460	\$24,453	(\$5,794)

The accompanying notes form part of the financial statements

GLIDING NEW ZEALAND INC

STATEMENT OF MOVEMENTS IN EQUITY
For the year ended 31 March 2012

Allocation of income and expense items to internal funds

	Total 2011	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		Tasman Trophy		World Champ Fund		Operations Officers Fund	
		2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011	2012	2011
186,385 Opening balance - 1 April 2011	182,942	97,365	103,159	53,251	15,946	11,368	10,303	3,548	3,399	6,309	7,605	-	34,673	11,100	11,100
(3,443) Excess/(deficit) of income over expenditure for 2011/12	35,460	24,453	(5,794)	2,450	2,632	7,962	865	900	149	(304)	(1,296)				
Transfers between internal funds From World Champs Fund to World Champs Income Fund					34,673								(34,673)		
182,942 Closing balance - 31 March 2012		\$121,818	\$97,365	\$55,701	\$53,251	\$19,331	\$11,368	\$4,448	\$3,548	\$6,005	\$6,309	-	-	\$11,100	\$11,100

BALANCE SHEET as at 31 March 2012

Total 2011	Total 2012	
\$182,942	\$218,402	
Accumulated funds		
Represented by:		
Current assets		
36,903	32,713	BNZ - Current accounts
172,067	208,103	BNZ - Short term deposits
350	1,100	Sundry debtors
2,353	1,840	Stocks of badges, ropes etc
<u>211,673</u>	<u>243,756</u>	Total assets
Less Current Liabilities		
24,531	21,155	Sundry creditors
4,200	4,200	SPARC prepayment (Note 2)
<u>28,731</u>	<u>25,355</u>	
<u>\$182,942</u>	<u>\$218,402</u>	Net assets

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

Signed on behalf of the Executive Committee

Laurie Kirkham

18 April 2012

The accompanying notes form part of the financial statements

These financial statements are subject to audit

GLIDING NEW ZEALAND INC

NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2012

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 2012

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 (2011 - \$4,200) received in respect of the three months to 30 June 2012 has been held over until the 2012/13 year.

NOTE 3 - CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

There are no capital commitments or contingent liabilities as at 31 March 2012 (2011 - Nil).

GLIDING NEW ZEALAND LOAN FUND TRUST
FINANCIAL STATEMENTS for the year ended 31 March 2012

INCOME STATEMENT for the year ended 31 March 2012

2011	2,012
Income	
Interest from loans to Clubs	10,194
Interest from bank deposits	7,545
	17,739
Expenses	-
	17,739
Surplus for the year	
Accumulated funds brought forward from prior year	397,043
	\$397,043
	\$414,782

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 2012

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.

Loans to Clubs	
Omarama Gliding Club	10,600
Nelson Gliding Club	-
Taupo Gliding Club	60,000
Tauranga Gliding Club	70,000
Wanganui-Manawatu Gliding Club	60,000
	200,600
Other assets	
BNZ current account	3,807
BNZ term deposits	206,027
Accrued interest	3,673
Accounts Receivable	675
	414,782
Total assets	
-	-
Less Liabilities	
	\$414,782
Net assets and accumulated funds	
	\$414,782

Signed on behalf of the Trustees

Tom Davies

18 April 2012

TRUST REPORTS

Gliding New Zealand Dick Georgeson Trust

The GNZ Georgeson Trust has grown to \$105,698.37, with earnings this year totalling \$6,583.40. This results in a return of 6.51% on invested funds. This could have been materially bettered. Nevertheless the net result is up \$2,365.39 on the previous year. There is room for considerable improvement on these results.

During the year, the Trust made a grant of \$2,000.00 to Roger Read's youth camp, December 2011 at Omarama. (\$4000 in the previous year)

Trustees: John Roake (Chairman), Tom Davies, Ralph Gore, Max Stevens

Gliding New Zealand Ian Pryde Memorial Trust Fund

The Trust earned \$1,000 in pilot levies and \$1,102 in interest & dividends this past year. Thank you to those competition organisers who send a cheque after each event. Further capital repayment has been received from GPG shares and is being reinvested in dividend and growth stocks on a conservative basis. The Trust has not been approached for funding for this year's World Championship at Uvalde and we assume no one is attending. The Trustees are hoping some of our up and coming juniors are looking ahead to competing in the Junior World Champs in Australia in a few years.

Trustees: Grae Harrison (Chairman), Nigel Davy (GNZ President), Theo Newfield, George Rogers, Bob Henderson

Gliding New Zealand Roake Trust

The GNZ Roake Trust has grown to \$163,825.29, with earnings this year totalling \$11,013.60. This is an acceptable result (7.18%) in the current economic climate (up from 6.51% in the previous year).

The market for first mortgage money no longer exists, and it was obvious that alternative investment sources were necessary. Of all the possible management funds available, the trustees resolved in May 2011 that the ANZ Bank's managed fund met the trust's criteria and the trustees made a decision to transfer the trust funds to the A&NZ bank's fund management organisation that has been returning 8.2% average over the past five years. This is currently under way.

No grants were made during the financial year. A review is being made to make the objectives of the trust more wide spread to allow grants to be made for other than world championship participation.

For the record, John Roake has been the chairman of the trust now for 38 years. The trust started with a \$6,000 fund from GNZ (funds left over from the giant car raffle organised in 1973) and \$5,000 from the Roake family. During the intervening years the fund as stated above has grown to \$163,825 and made grants of \$111,500 to world championship competitors during its existence. Total expenses claimed against income over 38 years have not yet reached \$1000.

***Trustees: John Roake (Chairman), Peter Thorpe, David Prankerd
(All ex Presidents of GNZ)***

GNZ-Roake Trust
Statement of Financial Performance
For the Year Ended 31 March 2012

Interest - Mortgages		6,430.22
Interest - National Bank		2,820.12
Interest - Trust Account		1,913.79
		<u>11,164.13</u>
Less Expenses		
Service Fee	95.70	
Trustees' Travel & Meeting Costs	<u>571.00</u>	
		666.70
Net Surplus		<u>\$ 10,497.43</u>
Net Return on Opening Capital		6.85%

GNZ-Roake Trust
Statement of Financial Position
As at 31 March 2012

Opening Trustees Equity		153,327.86
Plus Net Surplus for the Year		10,497.43
Trustees Equity		<u>\$ 163,825.29</u>
Represented By:		
Jackson Reeves Trust Account		2,617.78
National Bank Term Investment 4.25% (matured 10 April 2012)		140,000.00
Jackson Reeves Nominees Ltd Mortgage 9%		18,000.00
Accrued Interest		3,207.51
		<u>\$ 163,825.29</u>

Umbrella Trust Proposal

At last year's AGM the meeting was advised of plans to create a new trust, to be called the *Gliding New Zealand Umbrella Trust*, and which could be used as a vehicle for consolidating the numerous trusts which existed, all with objectives of furthering the sport of gliding in one way or another. Many of these trusts are small, and their capital quite insufficient to generate the levels of income necessary to achieve their objectives. In one or two cases their objectives are so narrowly defined that the trusts are unable to utilise the income tax exemption available to sporting bodies which meet certain IRD criteria.

The advantages of using the planned Umbrella Trust would include protecting for the gliding fraternity the major trust funds already administered by GNZ from creditors in the unfortunate situation of GNZ facing financial difficulties. There are no such issues on the horizon, but given the way other sporting bodies have become involved in claims arising from competition incidents, the risk is out there.

Another advantage of the Umbrella Trust would be the ability to consolidate the individual capital sums into a worthwhile amount, perhaps around \$800,000, which should allow investments to be better spread so as to lower risk and achieve better returns. The greater income of the Umbrella Trust would allow grants to be made which were at useful

levels as opposed to the almost nominal sums which were the most that some of the smaller trusts could manage.

At present there are seven gliding trusts or funds of which the National Executive is aware. That means seven lots of trustees in theory involved in administration. The National Executive is aware of some trusts where the formal administration is, unfortunately, patchy which is not a good situation where trust funds are being handled. An Umbrella Trust, consolidating various trust funds, would allow more professional management, the use of financial advisers, and provide better accountability.

Once established the trustees of the Umbrella Trust would approach the trustees of the existing trusts and discuss with them the consolidation of their trusts into the Umbrella Trust, and on what terms. An important one would be the continuing of the existing trusts' objectives within the Umbrella Trust.

At this stage, a draft trust deed for the planned Umbrella Trust has been prepared by solicitors, and a tax expert from a major chartered accounting firm has provided his opinion that the Trust should be exempt from income tax. It is planned that the trustees will include two National Executive representatives, but they will be a minority. The other trustees (bringing the total up to a maximum of eight) will be senior people within the gliding movement, perhaps including trustees from existing trusts which move their funds into the Umbrella Trust, but including at least one trustee with acknowledged financial and investment expertise.

By the time of the AGM it is expected that the Trust will have been formally created, possibly five trustees appointed, and those trusts presently controlled by GNZ to have passed over their funds to the new Trust.

Tom Davies, Executive Member

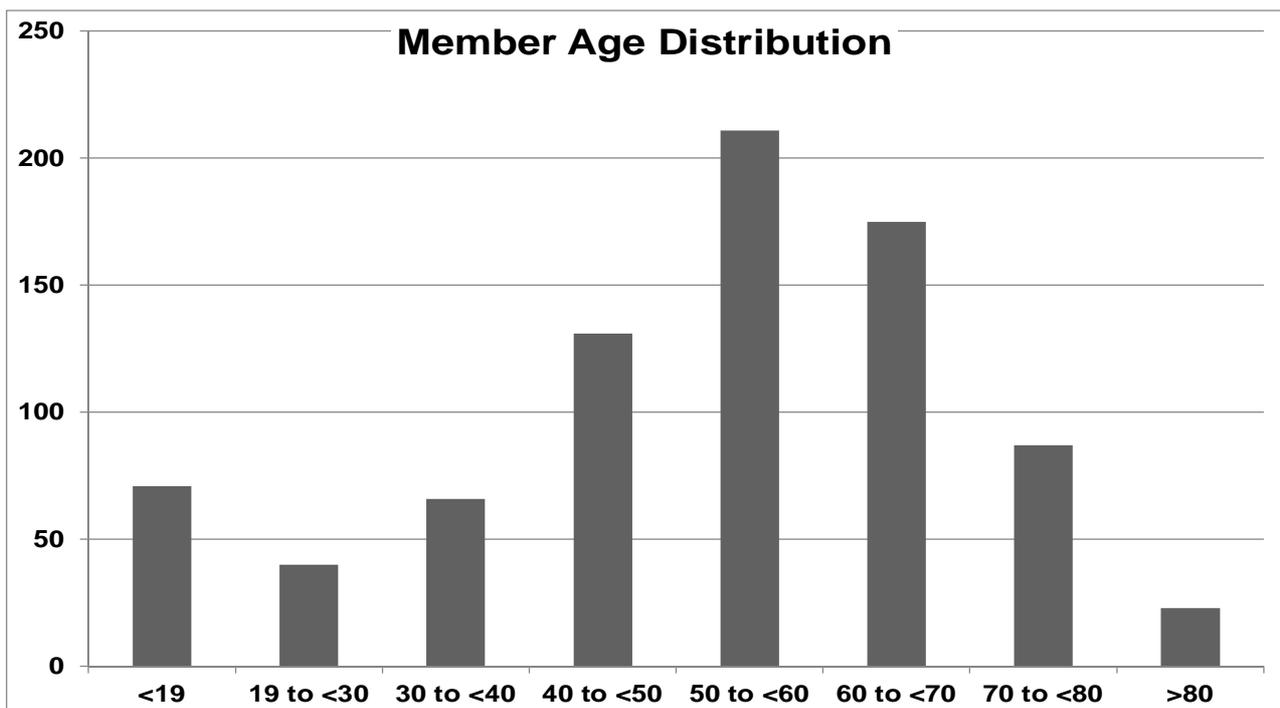
GNZ OFFICER & COMMITTEE ANNUAL REPORTS

Executive Officer

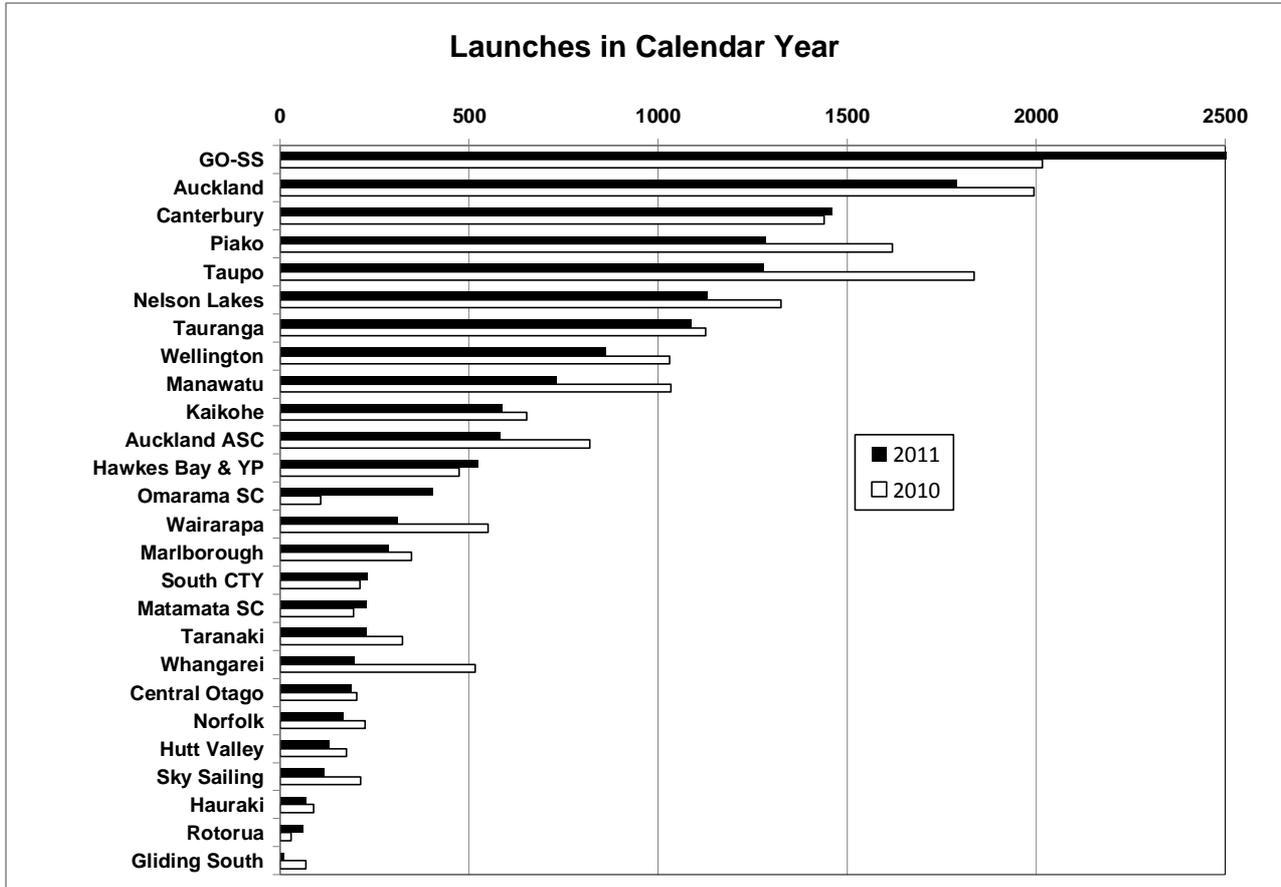
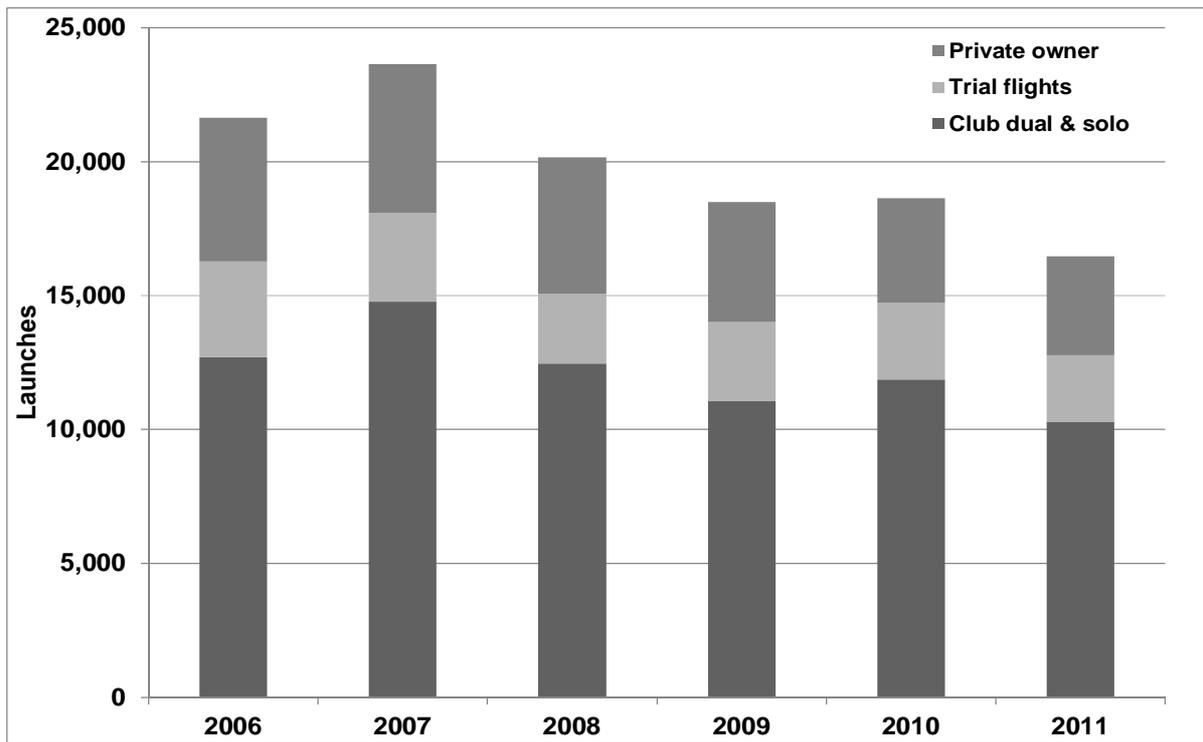
Analysis of Membership: In the last FY we gained 118 new and re-joining members but lost 158 through resignations/deaths – a net loss of 40, bringing us to a new total of 828. The average time in the sport for those leaving was 8.5 years, slightly up on last year. Of the 118 new members, 20% were previous members rejoining.

	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003
Full Flying Members	713	756	790	790	839	873	902	911	946	935
Junior sponsored pilots (100% from 2009)	63	62	65	54	36	33				
Non flying members	52	50	61	61	60	60	67	61	58	81
Total members (excluding foreign pilots)	828	868	916	905	935	966	969	972	1004	1016
New members (excluding foreign pilots)	94	105	108	119	153	167	135	118	110	139
Old members rejoining	24	36	33	17	34	13	13	11	16	16
Left the sport during the year	158	189	130	167	221	176	151	161	138	143
Gain all members	-40	-48	11	-30	-31	-3	-3	-32	-12	12
Gain full flying members	-43	-37	0	-26	-34	-29	-9	-35	11	-2
	-5.7%	-4.7%	0.0%	-3.1%	-3.9%	-3.2%	-1.0%	-3.7%	1.2%	-0.2%
Males	778	823	876	861	894	914	921	929	957	970
Females	50	45	40	44	41	52	45	43	47	46
50 years and over (for those with DOB held)	496	521	535	542	542	560	562	530	539	555
Under 50 years (for those with DOB held)	308	320	337	344	393	406	407	442	465	461
Average age	51.8	51.5	52.0	52.4	51.5	51.8	51.2	52.2	51.4	49.9
Average age of new members	38.6	37.4	42.0	38.0	42.6	33.8	36.5	39.3	39.4	38.4
Average age members leaving	46.0	47.5	48.3	42.8	43.9	42.9	44.3	44.8	47.1	45.2
Time in the sport (years)	8.5	8.1	12.3	5.6	5.8	5.8	5.1	5.7	6.1	6.3
Instructors (active count from 2009)	237	219	200	248	292	291	288	268	232	236
Tow pilots	124	139	140	142	141	150	164	162	160	165

Age Distribution: The following chart shows the distribution of member ages as at October 2011:



The following graphs are derived from the launch data returned by affiliates every six months:



Comparing last year's launch data with the peak year in 2007 reveals a somewhat gloomy picture, overall launches being down some 30%. However, on the bright side, youth flights have increased by 53% over that same period. Similarly, adult flying membership dropped 19% over those same 4 years, while youth membership nearly doubled to reach about 8% of our membership now. I'm not sure what that tells us, except that Roger Read has been very busy!

Sport New Zealand KPIs: SPARC has changed its name to Sport New Zealand. We continue to receive an investment of \$16,800 (plus GST). But to secure this funding, every year we have to sign up to specific KPIs. For 2011-12 there were five – we met four of them:

KPI	Performance
Maintain number of youth members	Up by 1 ✓
10% increase in youth flights	Up 16% ✓
2% increase in adult numbers	Down 6% ✗
2% increase in number of instructors	Up 8% ✓
At least 10 instructors participate in training	** ✓

** Hard to prove, unless clubs tell us – I know that Hawkes Bay ran an instructors' course with 6 participants during the year and, judging by the increase in instructor numbers as reported by George Rogers, there is likely to have been others. As Sport NZ is keen on what they call "coaches", in future we will be including a question relating to training courses in the 6-monthly club stats returns.

Max Stevens, GNZ Executive Officer

Operations

Safety: In 2011 - 12 we recorded 15 glider accidents or occurrences involving slightly over 4% of the fleet of 355 gliders. There was one fatality but no other reported injuries. The number, 15, is similar to the number in each of the past two years (14).

The 2011 - 12 occurrences saw 3 gliders effectively written off, 5 substantially damaged and 3 with minor damage.

Six of the occurrences involved two seat gliders, either on training or solo consolidation, and nine single-seaters.

Two occurrences involved terrain impact with one fatality and the two gliders written off. Ten occurrences occurred in the landing phase and three during takeoff.

Lack of attention to standard pre-takeoff or pre-landing checks and associated planning appears to have been a factor in a number of the landing or takeoff occurrences. A number reported "long grass" as a factor contributing to ground loops (5).

A series of safety articles are on the GNZ Website, which provide guidance in how to avoid the sort of occurrences we see reported.

Instructors: The annual Instructors Course was not run in the North Region this year. However, a course is planned for October 2012. Details will appear on the GNZ Website.

During 2011 - 12 Instructor appointments and upgrades included:

2 x A Category appointments.
3 x Instructor Trainer appointments
11 x B Category appointments
16 x C Category appointments, and
2 x D Category appointments

Affiliate Audits: These audits are a key feature in the GNZ Quality Management regime and a requirement of our Part 149 Certification. An area we will be working on is confirmation that findings or recommendations are attended to and cleared.

Affiliates are asked to check they have had an audit in the past 24 months or discuss with the ROO.

Operations Team: The role of Operations Officers is vital to our organisation, and is often a challenge supporting affiliates, carrying out audits and when necessary investigating accidents.

Thanks go to Steven Care, Ross Anderson and Jerry O'Neill for their work in the Regional Operations Officer role. The team donate their time and costs of carrying out that role.

George Rogers, National Operations Officer

Airworthiness

2012 marks the retirement of Roger Harris from the role of National Airworthiness Officer. Roger has been in this role for 19 of the past 22 years. This has been an extraordinary contribution to the airworthiness of the NZ glider fleet in terms of mentoring and running courses for glider maintainers, as well as maintaining a large fleet of gliders himself.

It can not go unremarked that in the background to this huge effort, Roger has been a glider pilot for more than 50 years and a gliding instructor and tow pilot for most of that time. He has been very active at local and regional levels; at one time or another holding the positions of Canterbury Club President, Chief Flying Instructor, and Southern Regional Airworthiness Officer. Roger has also been active in the training of instructors, and tow pilots, and organising and directing gliding competitions. Also at National level he has been a member of the Executive Committee.

For this annual report, I have extracted the main points of Roger's reports to the Executive in the last year. Unfortunately, some of them have been recurring themes over the years.

Commencing in August 2010, Roger accompanied CAA auditor, Tony Hansen, during a series of audits of GNZ Engineers throughout the country. The central and northern areas of the North Island, and all but the Christchurch area of the South Island, have been covered in the programme so far. Some general things they found:

- Incomplete or incorrect paper-work and recording procedures is a common fault with many GNZ engineers, particularly those who have never completed a training course and/or are not doing much maintenance or inspection work.
- This is characterised by a lack of recording of work done and/or incorrect use of the current GNZ glider maintenance programme (Tech 22). This leads to non compliance with CAA rules.
- The yellow DI book is often not used correctly, particularly by private owners who often "fiddle" with their gliders.

- There is a general ignorance of the contents of GNZ Advisory Circulars on airworthiness, which are intended to provide guidance to both owners and maintainers.
- Since the advent of non-terminating Airworthiness Certificates about 20 years ago, there has been a general slippage in some aspects of maintenance. This of course puts more responsibility on the holders of Inspection Authorisation Certificates (IA-G) to look for such slippage.
- For example – the removal of flight controls, cleaning and inspecting, relubricating and replacement of same, followed by measurement and adjustment of control surface deflections to match the type data. Hitherto, this was routinely done every four years for renewal of the Airworthiness Certificate. This tends not to happen these days – leading to heavy controls and worn hinge pins that experienced engineers are increasingly finding.
- Rather disappointingly, the routine process of biennial renewal of GNZ Engineer Approvals has become rather drawn out, with some applications dribbling in months after expiry. Eventually, this will lead to a sharp lesson for someone having issued a Release to Service while their approval is not current.

Roger, I wish you all the best in your retirement – you will be missed. I hope the obvious challenges don't deter anyone from putting up their hand to take over the position!

Max Stevens, Acting National Airworthiness Officer

Airspace

This has been a quiet year with no significant changes to airspace boundaries.

The major development has been the Ministry of Transport's development of high level airspace policy for Ministerial Approval by the Government. When finalised, this will provide guidance to the Civil Aviation Authority and the NZ Airways Corporation as they go about the task of integrating "Performance Based Navigation" (PBN) into the NZ environment and the consequential changes to airspace needs by the air transport operators.

The development of this policy was a major word-smithing exercise during which I was able to include the requirement to take a holistic view of airspace usage when making changes to controlled airspace. Specifically the policy calls for an assessment of the safety and operations of airspace users outside the proposed airspace boundary.

The changes associated with PBN could be very beneficial to the gliding and general aviation communities in the long term by reducing the amount of controlled airspace required to contain IFR air transport.

The Queenstown area is the first to be reviewed with PBN in mind. Kevin Bethwaite is leading the project and is liaising closely with me. The latest news from Kevin is that the CAA has accepted the Airways petition for Airspace change around Queenstown. These significant changes will be effective 15 November this year (published formally on 18 October). Kevin will try to provide some draft graphics at the AGM for previewing.

My thanks to Max Stevens, CJ McCaw and Chris Streat who have attended meetings on airspace matters on my behalf during the year.

Trevor Mollard, Chairman Airspace Committee

Quality

The Exposition programme required me to audit the processes associated with the issue of QGP certificates, glider tow ratings and Corrective Actions during the 2011 calendar year. I am pleased to report all have been completed and progress is being made on the 2012 programme.

QGP Certificates: A total of 27 visiting foreign pilot and 10 standard QGP applications were made during 2011. All were correctly filled out and were made on the latest current form at the time of application. There were no non-conformances or recommendations resulting from this audit. A very pleasing result.

Glider Tow Ratings: There were 6 notifications of issue of tow pilot ratings and 3 applications for tow pilot instructor approvals. All were completed correctly on the current issue form. Again no non-conformances or recommendations although I am aware of at least one rating issued in 2011 that was not included in the copies provided for audit.

Management Review: A Management Review Meeting was held in conjunction with the April 2012 GNZ Executive Committee Meeting as required by the GNZ Exposition paragraph 5.5. Corrective action was one of the topics reviewed and it is apparent that further work is needed to ensure that non-conformances and recommendations raised during audits have corrective action taken within an appropriate time frame. This is particularly applicable to operations and maintenance audits where corrective action lies with the clubs and organizations being audited. This will be the subject of on-going action by the Executive, NOO and NAO.

Engineer Approvals: As part of the 2012 audit programme, I reviewed 33 engineer renewals. 27 were issued in June 2011 and six from the previous year. The process is sound and is being applied correctly. There were no non-conformances but some minor clerical errors were noted on a few forms. Corrective action has been completed and notified to me.

General: The audit programme is now up to date and is back on schedule. I congratulate the Operations Team for the effort they have put in to bringing the General Operations Audits up to date. There are still a few clubs that have not been audited within the last three years but the programme is on track to complete those this year.

Peter Thorpe, Quality Manager

Central Register

It's been a very busy year for me working towards the launching of the *new Online Membership System* – <http://members.gliding.co.nz>. I'd like to thank George Wills and his Media Suite team for the work they've done on developing the new system.

In April we launched the site to **Club Administrators** and I was pleased the majority of Clubs responded and their Club Admins were promptly set up on the system. However, only half of those set up have actually logged in to the site - I urge those who haven't logged in to please do so, and any Club membership manager who hasn't been set up on the system to please contact me – the new site will streamline membership for Clubs and Gliding NZ, and should ultimately add up to savings for members.

The site allows **Club Administrators** to:

View and Export their Club's membership list

- *Edit* member's contact details

- Register *New* members
- *Resign* members

Nationals Operations Officer, George Rogers has access to *Edit Ratings*, **Awards Officer**, Edouard Devenoges has access to *Edit Awards*, **Magazine Officer**, Jill McCaw has access to *Export Database* direct from the website for the mailing of Soaring NZ magazine, while **Membership Administrators**, Max Stevens and myself have access to all functions.

In June we launch the website to all **GNZ Members** enabling them to *View* and *Edit* their personal contact details.

Thank you to everyone who has assisted throughout the development and testing process, helping to bring this long awaited development to fruition.

Laurie Kirkham, Central Register Manager

Awards

Statistics:

	11-12	10-11	09-10	08-09	07-08
QGP	23	14	17	24	25
QGP Visiting Foreign Pilots	19	27	7	19	15
Silver Height	0	4	9	8	17
Silver Distance	0	4	10	8	14
Duration	8	3	9	12	15
Silver C	4	4	9	9	12
Gold Height	1	3	6	7	3
Gold Distance	2	7	2	4	3
Gold C	2	6	3	7	0
Diamond Height	2	3	6	2	4
Diamond Goal	3	2	1	5	1
Diamond Distance	0	4	5	3	2
3 Diamond Badge	0	3	4	3	1
1000 km Diploma	0	2	0	2	4
1500 km Diploma	0	0	0	1	0
NZ Records	3	2	4	4	7
World Records	0	0	0	1	0
Official Observer Appointments	2	44	33	1	3
GNZ First Competition Award	0	3	14	----	----

Official Observers: We now have 85 Official Observers on the book, of which 14 are Senior Official Observers.

However, we still have some Clubs without a current Official Observer. A pity really, because I am certain that some of the members would try for a badge flight if encouraged and “officially” observed.

The standard of O/Oing is at times not very satisfactory.

O/Os need to realise that there is more to it than just to sign the Application form.

The pilot making the claim relies on the O/O's advice.

Again, a number of claims had to be rejected because some of the rules had not been followed.

e.g. Two Silver Badge distance claims had to be disallowed, although the distance achieved exceeded 50kms, no valid start nor finish had been declared.

Please do read the Sporting Code and Annex D before officiating a Gliding performance; your pilot will appreciate it.

Air New Zealand Cross Country Championships: Despite simplifying the rules, there seems to be little interest in this competition. A total of five (9) pilots had entered, one (6) from the south and four (3) from the north respectively.

Miscellaneous: During the past year, the Awards Officer has processed 82 (133) applications.

295 (283) e-mails have been received and 302 (285) have been sent.

Please make sure when making an application, that you are using the latest form. Forms can be down loaded from GNZ's website.

Depending on the complexity of a claim, I can easily spend a few hours processing them.

Although I believe in giving back something to the movement, having been on the "taking end" for forty years, it would be nice to receive a word of thanks now and then from the many claimants.

Edouard G. Devenoges, Awards Officer

Media & Marketing

The year has had some notable successes for our sport with regard to publicity, and this has been a good result considering the deteriorating economic conditions and the regional problems following the quakes in Canterbury.

Further, what is evident is the benefits of the overall efforts in attracting and retaining younger members, whether through youth glide or just natural accumulation – but a new energy is evident. This is reflected in social media where young members are passionately promoting their activities and this results in networks of friends "seeing" pictures and videos of their friend's weekend pursuits. This is quite different to past eras, where you tell non gliding folk of your exploits and generally they just nod and smile. Social media and the internet are offering us the ability to gain further young members, as our existing young members do what they do with the technology.

This facet of promotion will become more and more relevant in the coming years. The demographic of the population who read newspapers is aging and so is the readership. This has direct implications on how we as a body promote to the potential new membership.

New technology is really aiding this, assisting us in promotion as well. For example – a camera that we could mount to shoot video ten years ago could have cost \$3,000NZ and now Go Pro high definition (TV Quality) cameras are available for \$400 - so again we must safely encourage, in my opinion, the use of cameras for the obvious fun of the pilot and his

/her friends – however it potentially gives us promotional material that is online that night for family and friends (and friends of friends etc) to see – *Marketing*.

Mainstream Media: Otago Daily Times, Press, Mountain Scene, Malvern News, TV3, Sunday Star Times. We have had numerous editorials relating to youth glide, Mr Mc Caw, Warbirds over Wanaka, regional champs, Canterbury Gliding club location change over the year, and all this would be on a par or slightly ahead of the previous year in profile.

New GNZ Gliding Brochure: We have just printed a further 10,000 brochures for the movement and clubs. It is an updated version of the “Right Stuff” brochure from two years ago. These will be available to clubs from now and we have printed enough for a larger number for each club. The print deal on these was excellent – at cost.

Warbirds over Wanaka: As a result of the excellent flying display by Terry Delore in the Easter Omaka Airshow the Warbirds over Wanaka management asked us to prepare a display for this year’s show. The effort to do this is not insignificant and the McCaw family, a smattering of Canterbury club members and myself formed the ground team. Our role was again manning a sales tent, and the younger members were sent out brochures in hand to pitch to parents with 12-18 years old kids that if they want the kids off the play station then try gliding. We handed out just under 2,000 brochures directly into the hands of young potentials.

Doug Hamilton flew Garry Wakefield’s ASH25 glider and was a show stopper. He was safe, but thrilled the crowd to some funky classical music the organisers supplied. Richie McCaw and I got behind the microphones and were interviewed on gilding, weather, and then we discussed what the crowd was seeing. The highlight for the crowd seemed to be the “wing catch” when we would wind the crowd up re whether Doug could stop the ASH and place the tip in Alex McCaw’s hand. Doug pulled it off each time to loud applause.

Results: We have no scientific results, however I noted several facts:

1. Mandy Deans called from Warbirds to say the glider display was one of the top three displays.
2. Warbirds had a facebook pool to vote on the most spectacular display. Number 1 : GLIDER!!
3. The response from people seemed different to Omaka – when we offered brochures. Far more STATED they ARE going to visit a club and give it a go. It appeared a large potential market is based in and around Queenstown. Adventure types. Teenage children of adventure type outdoor type parents.
4. The Richie McCaw factor is helping very much – not just acceptance with the younger potential members – but the idea that the sport is a status recreational pursuit. Regardless of whatever we think or the facts, if this helps give the sport profile and then makes it more “sticky” (we retain more of the first timers), then we all win.

Finally, we have now had an official request from the “Wings Over Wairarapa” airshow to participate and display at their event in Jan 2013. They commented that the crowd was always quietest and fixated when Doug was overhead in the ASH. I think this is also an indication of the change that is occurring with the general public regarding what they want to view at an air show.

Facebook: The GNZ facebook page continues to slowly grow and is being used by NZ members and foreign members alike. What is probably more notable is the massive use of facebook by members posting their own exploits. This is invaluable, as their posts are being seen by friends and so on.

Keep up the good work in this regard. I would like to thank all those who do this regularly, as it is the beginning of the new way we will promote and influence our membership going forward.

Canterbury Gliding Club Relocation: The last two years here in Canterbury have been difficult for all the obvious reasons, but from a media perspective I must credit the shift from Hororata to Springfield again as a PR coup. In the agricultural area near the new field the community is widely aware and supportive, and the club members have made all efforts to work in with and welcome their rural neighbours. The local papers have run front page stories. The Press has run several stories and again progress has been widely reported on facebook – so well done to all involved. The positive atmosphere, field flying activity, and social energy under hard economic conditions is incredible, and the field is already a world class venue.

Finally, I would like to thank the members who have called me this year with ideas. We are all the marketers of the movement and so please keep the ideas coming and work with your friends online, and use local media to help keep this sport of ours in the minds of the punters.

Nick Reekie, National Publicity Coordinator

Webmaster

No major technical hitches with the website during the year.

Total number of visitors was down from 47,800 to 45,000 (Page views seem to have levelled at around 150,000 per year).

The Good news was that the number of new visitors (ie haven't been to the page before) is up by 17%.

The Nationals in Omarama seem to generate more traffic (from 5,300 to 6,250 in January) we are guessing that it's more people checking on competition results and happenings.

While NZ based traffic is down by 5% we have seen an increase in traffic from Australia and Japan.

Other than the home page the most popular by far is the Classifieds with an increase of 12% of page views on the topic.

Clubs/latest news/MOAP are all losing ground as pages to visit while training is gaining in popularity.

What does it all mean??

Bugged if I know. Maybe it says that people are still interested in Gliding in New Zealand and maybe, just maybe, more people are looking to buy a glider?

So what do we do now?

Keep on keeping on. Keep new content on the home page and try and stimulate repeat visitors.

To this end we have tried a regular video link to some aspect of Gliding which we source from all sorts of places. If GNZ members have any pet videos, perhaps they could email a link to me roy@gliding.co.nz

Some might argue that to generate traffic in January we should have all competitions in Omarama. Can't see that happening tho.

Roy Edwards, Webmaster

Youth Glide New Zealand – Inaugural Report

In October 2011 the people behind the three existing Youth Glide Groups (YG Omarama, Canterbury and Wairarapa) came together and formed a national body. This was quickly ratified by GNZ. Youth Glide New Zealand will be the parent body for all Youth Glide groups and a resource for clubs wishing to start their own groups.

The inaugural committee are: Chairperson Jill McCaw (YGC), Roger Read (YGC), Gavin Wills (YGO), Tom and Rose Shields (YGO) and Vern Grant (YGW). Also present at the meeting were Max Stevens, and Alan Moulai from the ATTTO.

Thanks to several years' work by Vern Grant and the Aviation, Tourism and Travel Training Organisation (ATTTO) and NZQA, gliding can now be seen as a part of the national qualifications network. This in turn means that students can use gliding as a subject at college/high school in order to add to the collection of the 80 credits needed at each of levels 2 & 3 (Years 12 & 13)

In December we held our second Youth Soaring Development Camp which was even more successful than the previous year. We had 24 participants and a waiting list for places. An Australian youth pilot paid his own way to come over and be part of the camp. He has since flown a 1000km flight and credits what he learnt at the YSDC for teaching him how to do it.

Statistics from the YSDC show that the fifteen gliders flying at the camp made 550 flights during the camp. Total chargeable glider time was 16,956 mins. This was at a cost of \$12,537. Total towing time was 3,374 mins. This was at a cost of \$28,227. 240 flights qualified for payment of the OAL landing fee. This totalled \$1,680. This camp has therefore become a very important source of income for the local clubs who supplied the gliders and tow aircraft.

Here is the impressive achievement list from the Camp:

- 7 First solos; 7 A Certificates completed and 1 B Certificate completed
- Numerous "longest flights yet" achieved
- 1 FAI Silver Badge Duration 5 hour flight
- 1 FAI Silver Badge Height Gain of 1000m
- Some first flights using oxygen with climbs to over 10,000 ft
- And numerous new glider type ratings for the students from all around NZ.

Abbey Delore (21), one of the original YGC members, with the help of Jim Herd and others, has taken the concept of Youth Glide to America, presenting at the SSA conference in Nevada.

Alex McCaw (20) from YGC has just achieved his instructor rating. We are sure he will be the first of many of our members to do so. He is a fantastic role model for young people coming into the sport.

Two 17 year old members of YGW are working on their B Certificates.

The difficulty in compiling a list of members and their achievements for this report has highlighted the need for a central Youth Glide Register. Jill McCaw will be working on this in the coming months.

Youth Glide is only a young organisation and we have a lot of work to do. In the following year we will again hold a Youth Development Soaring Camp. Planning for this is already well under way.

We will be putting together a package for clubs interested in setting up Youth Glide to help them get a group up and running in their clubs. We will also be working on an information pack for young people interested in the NZQA and NCEA qualifications. We hope to have both of these ready for next season.

As we have two young people, Alex McCaw and Nicholas Oakley who are looking at attending Joey Glide (Australian Youth Nationals) this year, and potentially competing at other international events, it will behove us to look at how Youth Glide can assist these young men and others meet their goals. We need to compile lists of mentors, coaches, sponsors, available gliders for training and other helpful information.

Youth Glide New Zealand is a young organisation finding our way in New Zealand gliding. Our goal is to support the development of young people through the sport of gliding. As we consolidate and grow we will learn the best way to achieve this goal and ways we can support and develop our young pilots. We need to involve the youth themselves in decisions made about them and will be inviting youth members onto our committee.

Youth Glide is a very exciting aspect of gliding to be involved in and we look forward to a long and prosperous partnership with Gliding New Zealand.

Jill McCaw, Chairperson Youth Glide New Zealand

Remit

Executive Committee:

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

Comment: A similar remit was put to the 2007 AGM and was carried by almost unanimous vote, on the understanding that the matter continued to be reviewed at least five yearly. Accordingly, a review is now due.

Five years ago, given the small size of the NZ gliding population, the issue of mandatory versus optional subscription was a determining factor in GNZ's ability to conclude a satisfactory contract with a publisher of its official magazine. That situation continues today with respect to the commercial viability of the magazine.

GLIDING NEW ZEALAND INC

General Fund Budget 2012-2013

2011-2012		INCOME	2012-2013	
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>	<u>Budget</u>	
65,000	65,617	Affiliation Fees	65,000	
4,500	5,730	Additional Members during the year	5,500	
8,300	9,152	Commercial Members	8,052	
<u>77,800</u>	<u>80,499</u>			78,552
		<i>Operating</i>		
800	478	Engineers Fees	800	
4,000	4,428	Interest	4,500	
600	304	Surplus - Sale of Badges etc	400	
<u>5,400</u>	<u>5,210</u>			5,700
		<i>Grants & Sponsorship</i>		
16,800	16,800	SPARC Grant	16,800	
4,000	4,000	NZ Aviation Federation	4,000	
<u>20,800</u>	<u>20,800</u>			20,800
104,000	106,509	TOTAL INCOME	105,052	
		Less EXPENDITURE		
		<i>Executive & Management</i>		
33,000	25,578	Administration - Executive Officer	28,000	
13,000	11,295	- Treasurer	11,000	
1,000	1,180	Auditing	1,000	
11,000	9,864	Travelling Expenses - Executive	10,000	
4,000	3,484	Annual Meeting - Expenses	4,000	
300	177	- Annual Report	200	
<u>62,300</u>	<u>51,579</u>			54,200
		<i>Committees</i>		
7,000	4,000	Airworthiness Committee Expenses	12,000	
1,500	320	Airspace Committee Expenses	500	
5,000	725	Operations Officer Expenses	8,500	
2,500	2,500	National Membership - Register	2,500	
1,500	1,500	- Awards	2,500	
<u>17,500</u>	<u>9,046</u>			26,000
		<i>Representation</i>		
1,700	1,531	FAI Affiliation	1,700	
1,500	1,300	IGC International Representation	1,500	
1,000	1,173	Subscriptions	1,000	
<u>4,200</u>	<u>4,004</u>			4,200
		<i>Operating Expenses</i>		
500	325	CAA Charges	500	
2,500	2,270	Communications	2,500	
1,000	378	General Expenses	500	
1,300	1,290	Insurance	1,400	
500	-	Publications	500	
2,000	1,400	Website Development & Maintenance	2,000	
<u>7,800</u>	<u>5,663</u>			7,400
		<i>Grants & Concessions</i>		
3,000	3,043	Youth Schemes	3,000	
<u>3,000</u>	<u>3,043</u>			3,000
94,800	73,335	Expenditure Before Provisions	94,800	

<i>Allocations to Special Funds</i>			
5,500	5,221	Promotions - Transfer Affiliation Fees	5,500
2,500	2,500	Instructors & Cross Country Courses	3,000
1,000	1,000	Tasman Trophy Fund	1,500
<u>9,000</u>	<u>8,721</u>		<u>10,000</u>
<u>103,800</u>	<u>82,057</u>	TOTAL EXPENDITURE	<u>104,800</u>
<u>200</u>	<u>24,452</u>	EXCESS INCOME OVER EXPENDITURE	<u>252</u>

Annual Subscriptions & Entrance Fees

Rule 11 requires the AGM to fix the annual subscriptions and entrance fees payable by each class of membership on the recommendation of the Executive. For 2012-2013, the Executive recommends that the said subscriptions and entrance fees remain as fixed at the 2011 AGM, as follows:

1. Annual Subscriptions:

(A) GNZ Full Members.

An affiliation fee at the rate of \$110.00 (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 at the rate equivalent to the affiliation fee for five flying members of a GNZ Full Member.

(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/Southern Soaring a combined fee of \$7,000 (plus GST). For the Sky Sailing Company a fee of \$1,100 (plus 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 2011/2012 year.]

2. Entrance Fees:

An organisation admitted to membership of GNZ shall pay an entrance fee of \$110.00 (including GST), payable on granting provisional or confirmed membership.

AFFILIATE MEMBER VOTES

Rule 25: Full Members of the Association shall be entitled to one vote for each 25 flying members as recorded in the Association's records at the 31st October prior to the meeting or part thereof with a maximum of five at General Meetings. Each Annual Group Member, Soaring Centre Member, and Commercial Member shall be entitled to one vote.

Affiliate Member	Members	Votes	Affiliate Member	Members	Votes
Auckland Aviation SC	29	2	Matamata Srng Centre		1
Auckland GC	77	4	Nelson Lakes GC	39	2
ATC Association	1	1	Norfolk Aviation SC	13	1
Canterbury GC	86	4	Omarama GC	41	2
Central Otago FC	16	1	Omarama Srng Centre		1
Clutha Valley GC	6	1	Otago GC (YGO) §	5	1
Glide Omarama	14	1	Piako GC	55	3
Gliding Hawkes Bay & Waipukurau	25	1	Rotorua GC	4	1
Gliding Hutt Valley	19	1	Sky Sailing Co	4	1
Gliding Manawatu	30	2	South Canterbury GC	19	1
Gliding South §	10	1	Taranaki GC	19	1
Gliding Wairarapa	16	1	Taupo GC	44	2
Hauraki AC	15	1	Tauranga GC	57	3
Kaikohe GC	10	1	Wellington GC	55	3
Marlborough GC	28	2	Whangarei GC	14	1

§ Gliding South ceased operations with effect 31 March, with assets and most members transferring to Otago/Youth Glide Omarama. The combined club is now called Otago Southland Gliding Club, and will have 1 vote this year.

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 Championship: This is a decentralised competition aimed at encouraging cross-country flying. It is a distance event extending over the whole year and is run in two divisions; one for flights originating in the North Island and one for flights originating in the South Island. Pilots who have previously achieved a Gold distance flight 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

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
 1987 Bruce Cunningham
 1988 Bill Walker
 1989 Richard Halstead
 1990 Mo Wills
 1991 Sandy Norman
 1992 Bob Henderson
 1993 Bob Struthers (posthumously)
 1994 Tony Timmermans
 John Roake, Bill Walker, Bob
 Henderson, Mark Aldridge, Wayne
 Wilson (WGC Directors)
 1995
 1996 Ann & Frank Gatland
 1997 Dennis Crequer
 1998 Peter Lyons & Ralph Gore
 1999 Roger Read
 2000 Gordon Scholes
 2001 Ross Marfell
 2002 Ruth Pryde
 2003 Ian Finlayson
 2004 Stewart Cain
 2005 Gordon Hookings
 2006 Ivan Evans
 2007 Tom Anderson
 2008 Trevor Atkins (posthumously)
 2009 Jerry O'Neill
 2010 Brian Chesterman
 2011 George Rogers

The Friendship Cup

1986 Bill Walker
 1987 Dave Prankerd
 1988 Jim Rankin
 1989 Theo Newfield
 1990 Sandy Norman
 1991 Jan Walker
 1992 Rex Thomas
 1993 Betty Cunningham
 1994 Warren Spence
 1995 World Championship volunteers
 Russell Thorne, Simon Casey &
 Steve Bell
 1996
 1997 Gavin Wills
 1998 Gordon Hookings
 1999 Rex Kenny
 2000 Roger Harris
 2001 Brian Chesterman
 2002 Malcolm & Roseann Walls
 2003 Karen Morgan
 2004 Tom Anderson
 2005 Peter Chadwick & Gary Wakefield
 2006 Yvonne Loader
 2007 Trevor Terry
 2008 Sue Wild
 2009 Stephen Tollestrup
 2010 Roger Read
 2011 Warwick Bethwaite

GNZ Office Holders & Committees 2011-2012

Executive:

President Nigel Davy
 Vice President Karen Morgan
 Member Ralph Gore
 Member Tom Davies
 Member David Jensen
 Treasurer Laurie Kirkham
 Executive Officer Max Stevens

Quality Manager Peter Thorpe
Auditor Mead Stark
Hon Solicitor Rob McInnes

Operations:

NOO George Rogers
 Northern ROO Steve Care
 Central ROO Ross Anderson
 South Island ROO Jerry O'Neill

Airworthiness NAO Roger Harris

Awards Officer Edouard Devenoges

**Central Register
 Manager** Laurie Kirkham

Medical Advisor David Powell

Webmaster Roy Edwards

Promotions Nick Reekie

Airspace:

Chairman Trevor Mollard
 Northern Ralph Gore
 Central Tony Passmore
 Southern Kevin Bethwaite

Sailplane Racing:

Chairman Dane Dickinson
 Member Ben Flewett
 Member Ross Gaddes
 Member Edouard Devenoges
 Member Brett Hunter
 Member Maurice Weaver

FAI Gliding:

Delegate Ross Macintyre
 Alternate Delegate Ben Flewett

Youth Glide New Zealand:

Chairman Jill McCaw
 Member Roger Read
 Member Tom Shields
 Member Vern Grant
 Member Gavin Wills

