

# GLIDING NEW ZEALAND ANNUAL REPORT 2015



**SPORT  
NEW ZEALAND**

**Conference 6 June  
AGM 7 June**

**James Cook  
Hotel Grand  
Chancellor**

**GLIDING NEW ZEALAND INCORPORATED  
ANNUAL CONFERENCE & AGM 2015**

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## **WEEKEND PROGRAMME**

**(Registration \$40.00 – for refreshments and Cocktail Party)**

### **SATURDAY – 6 JUNE 2015**

<b>Time</b>	<b>Session</b>	<b>Chair/Presenter</b>
09:00 – 10:10 am	Youth Glide Forum	Tim Austen
10:15 – 12:15 pm	Contest Pilots' meeting	Steve Wallace
12:15 – 1:10 pm	Buffet lunch	
1:15 – 3:15 pm	The Cost of the Game	Victoria University
3:15 – 3:35 pm	Afternoon tea/coffee	
3:40 – 5:30 pm	Club Forum	Karen Morgan
	– Executive matters	
	Coaching update	Steve Wallace
	The QGP and cross-country	Karen Morgan
	Airworthiness issues	Martyn Cook
	– “Behind the Scenes at SoaringNZ”	Jill McCaw
	– General Business	from the floor
5:45	Cash bar opens	
6:15 – 6:45 pm	“37,000ft in a wooden glider, and other aviation tales”	Doug Yarrall
6:45 – 7:30 pm	Cocktail food will be served, during which the Annual Awards will be presented from 7:00 pm	

### **SUNDAY – 7 JUNE 2015**

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 (7 June 2014)
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 international selection panel
12. General business

## **Sailplane Racing Committee – Chairman's Report**

The 2014-15 competition season has been one of the best weather wise in a long while in terms of days flown. Depending on the competition, flying conditions ranged from excellent to difficult but non-flying days were certainly the exception.

Entry numbers were varied overall. The 50<sup>th</sup> South Island Regionals being exceptionally well attended. A very successful comp and celebration with some great speeds being produced on some great wave days.

The Multi Class Nationals in the South Island however were somewhat down on the usual numbers. The Tasman Trophy was competed for and retained at this event by Nick Oakley. Congratulations to Nick. Unfortunately it wasn't much of a competition with the Australian pilot unable to fly after a heavy landing damaged his glider on day one. This does mean however that NZ has now won this trophy the last four times in a row with two of these being the very hard to achieve win in Australia. In the 38 flying year history of this trophy New Zealand and Australia have now both held the trophy 19 times each.

The North Island Regionals also had a very successful 50<sup>th</sup> celebration and competition with numbers in attendance being somewhat higher than the official figures due to the Vintage Kiwi folks attending and running their own enterprise competition in parallel with the Regional Comp. Novice day entry tasks were also part of this event. As competitions are resource hungry events it was great to see these parallel events maximising the use of the resources and organisation that was onsite.

The Club Class Nationals flown from Drury for the first time was another highly successful comp with good numbers for a Club Class event showing the growing popularity of this national comp. Due to last year's rule change to no lower handicap limit, the comp saw a PW5, a PW6 and even a Ka8 competing. Tasks however were set as they should have been at a National Club Class level which did make it hard for these lower performance gliders on the big racing task days. On AAT task days these lower performance machines were very competitive. The last seven days of this contest also included the MSC contest, which added another 7 gliders to the 17 club class gliders. In addition novice day entry tasking enabled another three pilots to fly tasks and compete, again making use of the

available resource and introducing pilots, who otherwise would not have flown and found an entry level path into the competition scene.

Summary of the numbers of entries as follows –

Competition	This season	Last Season
Multiclass Nationals	27	39
Club Class Nationals	17	12
South Island Regionals	34	30
North Island Regionals	22	30
Central Districts	12	13

On behalf of the SRC I wish to congratulate all the winners of their respective classes and thank all those racing pilots and organisers for their support over the 2014-15 season.

On the world scene the next two years is a busy one with firstly the 9<sup>th</sup> FAI Junior World Gliding Championships taking place in Narromine, Australia, December 1 – 12, 2015. Three applications were received and two junior pilots selected to compete at this event. Congratulations to Alex McCaw and Nick Oakley, we wish you and your crews all the best for this event.

The next Flapped World Gliding Championships will also be held in Australia, in Benalla in January 2017. The selection panel received 12 applications and a squad of 9 has been selected to compete for the 6 available places this coming season. Most of these pilots will attend the pre-worlds in Benalla this January 2016. Squad pilots are Mike Oakley, Nick Oakley, Alex McCaw, Vaughan Ruddick, Brett Hunter, Steve Wallace, Tim Bromhead, Mike Strathern and John Coutts.

As was signalled at last year's meetings the SRC has undertaken a significant review of the competition rules. The main goal of this review was to create a competition scene that made available a more progressive competitive pathway. One that encourages more pilots to enter competitions. Barriers to entry needed to be lowered and as much as possible, pilots of similar skill levels needed to be flying against each other so as to have a higher quality and more valid competition scene. New Zealand is not large enough and does not have the pilot and resourcing to have the natural progressive pathway filters seen overseas where pilots progress from club comps, to regional comps to national comps. In NZ this has to be done within the small number of comps NZ is able to sustain each year.

Adding to our size problem FAI class numbers have proliferated over the years. Our definitions of what gliders could enter these classes has also become somewhat warped in attempts to create meaningful competition and classes with sufficient numbers. With small competition entry numbers, a large amount of FAI classes, and a wide range in both glider and pilot performance levels the issues around creating a suitable 'playing field' are complex and no one size of class will fit and suit everybody. So with much SRC effort, a set of draft rules was created and circulated to all competition pilots for comment via e-mail and debate at this seasons pilots meetings. An excellent amount of constructive feedback was received with many diverse ideas and points of view put forward. All feedback was taken into account and the draft rules modified to align as much as possible with majority views.

In many ways the new rules now simply better align new definition classes with what most competitions have been basically doing for a while now and that is setting two tasks. A big task for the big winged (high performance gliders) and top performing pilots and a medium task for the medium performance pilots and gliders. Handicap ranges have been set for two classes with sufficient overlap to allow most pilots a choice with respect to the task

they are capable of flying. Outside of the competition itself, organisers will be encouraged to set day entry, novice level 'local' tasks that will encourage and act as a first easy step into the competition scene. It is intended that these new rules will now allow a three level progressive pathway. Competition should now be better at all levels as pilots of similar ability, flying gliders of generally similar performance on tasks appropriate for their glider and their ability will now be basically grouped together. The SRC understands that these rule changes are larger than the more usual incremental changes that have traditionally taken place and that not everybody will be happy. We therefore ask that everybody gives this new format a fair go and reserve judgement until everybody has had a season or two to adjust. Feedback from this coming season will be most welcome at [src.gnz@gmail.com](mailto:src.gnz@gmail.com)

This rules review has been a massive undertaking and I would like to thank my fellow SRC members for all the work that has been put in. Also a big thank you to those retiring members for their dedication and service to the SRC and their fellow competition pilots.

Finally – in advance, I welcome the new members to the SRC and wish them all the best with their respective duties on the panel.

***Steve Wallace, Chairman Sailplane Racing Committee***

## **Minutes of the Annual Pilots' Meeting 7 June 2014**

The meeting opened at 10:27 am

**Present:** Ross Gaddes (Chairman), Roy Edwards and 32 others (See appendix)

**Apologies:** Nigel Davies, Dane Dickenson, Mike Strathern, Doug Henry

**Chairman's Report:** The Chairman asked if the meeting wished his report to be read.

Moved: Trev Terry    Seconded: Tony Van Dyk

THAT the Chairman's report as printed in the GNZ Annual Report be accepted.

Carried

**Election of new members:** The results of an email poll for new committee members for the Sailplane Racing Committee produced the following results:

Steve Wallace        39 (elected)

Steve Foreman       33 (elected)

Doug Henry           23 (elected)

Alan Belworthy      17

Steve Foreman introduced himself as an early competition pilot with some 300 hours and one Nationals and some regional competition experience. Steve is keen to help grow the competition Scene. Steve owns his own glider and has approximately 300 hours gliding since he started flying 3 years ago.

Outgoing Members Ross Gaddes, Ben Flewett and Edouard Devenoges were thanked for their service and good work on the committee by Tony Van Dyk and that was recognised by acclamation from the meeting.

### **Minutes of Previous Meeting:**

Moved: David Moody        Seconded: David Jensen

THAT the minutes of the previous meeting as published be approved.

Carried

## Minutes of Previous Competition Pilots' meetings:

Moved: Karen Morgan      Seconded: Tony Van Dyk

THAT the minutes published on the GNZ website be approved. No discussion.

Carried

### Remits:

1. Proposed: Hadleigh Bognuda      Seconded: Ross Gaddes

THAT a new rule be implemented to demand that dates for Major SRC sanctioned event be determined no less than eighteen months in advance. The rule should be as suggested below – Rule 1.1.5

Notwithstanding events out of control of the organisers, the GNZ and the SRC all dates for National and Regional Gliding Championships should be set no less than eighteen months in advance. Reasoning – is to allow those planning to attend a long lead time in which to organise appropriate time off other duties.

After some discussion the meeting agreed to amend AC 2-10 Competitions to include Para 3.3 Notwithstanding events out of control of the organisers, the GNZ and the SRC all dates for National and Regional Gliding Championships should be set no less than eighteen months in advance.

2. Proposed: Grae Harrison      Seconded: Brett Hunter

THAT "Eligible sailplanes for the 18m Class to have a wingspan greater than 15m and existing handicaps notwithstanding, there be a minimum handicap imposed of 1.06. Maximum handicap is that of the highest eligible sailplane under FAI rules"

After some discussion the remit was put and failed by a vote of 4 to 9 against with 23 abstentions.

Lost

**Rule Changes:** SRC committee advised the meeting that from the 1st of October 2014 that the Club Class would have no lower limit for handicap.

**Calendar of Events:** Meeting advised by Hawkes Bay/Waipukarau club of a change of dates to 15- 22<sup>nd</sup>. Some discussion was had regarding the application by both Taupo Club and Matamata Soaring Centre to hold the Nationals. An email survey of competition pilots showed a preference for Taupo by 29 votes to 17.

Moved: Ross Gaddes      Seconded: Roy Edwards

THAT the 2015 Multiclass Nationals be held at Taupo.

Carried.

Contest	Location	Start	Finish
South Island Regionals 2014	Omarama	15/11/14	22/11/14
Northern Regionals 2014	Matamata	29/11/14	6/12/14
Multiclass Nationals 2015	Omarama	4/1/15	16/1/15
Club Class Nationals 2015	Drury	20/1/15	31/1/15
Central Districts 2015	Waipukarau	15/2/15	22/2/15
South Island Regionals 2015	Omarama	14/11/15	21/11/15
Club Class Nationals	Omarama	3/1/16	15/1/16
Multiclass Nationals 2016	Taupo	23/1/16	6/2/16
Non GNZ Sanctioned contests – dates for advice only			
Central Plateau 2014	Taupo	1/11/14	8/11/14

Drury Comps 2015	Drury	24/1/15	31/1/15
Enterprise Omarama 2015	Omarama	7/2/15	14/2/15

**General Business:** The meeting was advised that the new SRC committee had organised to hold a complete review of SRC and the competition scene in New Zealand and work towards growing competition participation while maintaining a very competitive environment for our top level pilots. This meeting will be done over the weekend 28/29th of June. The objective would be to draft the strategy and its operation and send that by email to pilots before the coming competition season. Articles would also be submitted on the topic to the Soaring Magazine. This would enable all competition pilot meetings to discuss the proposal and put forward any amendments or suggestions.

This strategy would allow for the proposals to be refined and presented to the 2015 AGM Pilots meeting for approval and implementation for the 1st of October 2015.

Meeting finished at 11:25

#### **Appendix - Attendees**

Steve Wallace, Maurice Weaver, David Moody, Steve Foreman, Tony Passmore, Grae Harrison, Brett Hunter, Trevor Terry, Philip Dunlop, Graham White, Ron Sanders, Ralph Gore, Karen Morgan, Max Stevens, Dion Manktelow, Peter Thorpe, George Rogers, Warren Dickinson, David Jensen, Frank Saxton, Roger Read, Rod Ruddick, Tim Hardwick-Smith, Terry Jones, Marion Moody, Paul Marshall, Vaughan Ruddick, Stephen Davies-Howard, Hadleigh Bognuda, David Hurst, Martyn Cook, Tony Van Dyk, Edouard Devenoges, Peter Miller.

### **Event Dates & Venues for 2015-16 & 2016-17 Soaring Seasons**

Contest	Location	Start	Finish
South Island Regionals 2015	Omarama	14/11/15	21/11/15
North Island Regionals 2015	Matamata	29/11/15	5/12/15
*Club Class Nationals 2016	Omarama	3/1/16	15/1/16
Multiclass Nationals 2016	Taupo	23/1/16	6/2/16
Central Districts	Waipukurau	13/2/16	20/2/16
South Island Regionals 2016	Omarama	12/11/16	19/11/16
North Island Regionals 2016	Matamata	27/11/16	3/12/16
Multiclass Nationals 2017	Omarama	24/1/17	5/2/17
		OR 11/12/16	23/12/16
*Club Class Nationals 2017	Matamata	29/01/17	4/02/17
Non GNZ Sanctioned contests – dates for advice only			
Central Plateau 2015	Taupo	31/10/15	7/11/15
Enterprise Omarama 2016	Omarama	3/1/16	9/1/16

\*pilots to vote on length of Club Class Nationals (1 week, 10 days or 2 weeks)



## **ANNUAL GENERAL MEETING**

**7 June 2015 – 9:30 am**

### **Agenda**

1. Apologies
2. Establishment of proxies
3. Matters Arising from minutes of the annual meeting 8 June 2014
4. Adoption of President's Annual Report
5. Adoption of financial statements for the year ended 31 March 2015
6. Umbrella Trust notes
7. Adoption of Annual Reports of officers and committee chairs
8. Consideration of remits
9. Approval of budget for 2015-2016
10. Fixing of entrance fees and subscriptions for 2015-2016
11. Annual Group membership
12. Elections (nominees in brackets)  
One Executive Member (David Jensen – nominated NLN, seconded OSC)
13. Appointment of Auditor
14. Date and venue of the next annual meeting (12 June 2016) [Note Q/B 6 June]
15. Closure

### **Minutes of the Annual General Meeting Held at the James Cook Grand Chancellor Hotel, Wellington Sunday 8 June 2014, Commencing at 0935h**

*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), Laurie Kirkham (Treasurer), Max Stevens (Executive Officer); and David Jensen, Steven Wallace, Frank Saxton (Committee).

**Members represented:** ATCANZ, Auckland Aviation Sports, Auckland, Canterbury, Central Otago, Clutha Valley, Glide Omarama, Gliding Hawkes Bay & Waipukurau, Gliding Wairarapa, Matamata Soaring Centre, Nelson Lakes, Omarama Gliding Club, Omarama Soaring Centre, Otago-Southland, Piako, South Canterbury, Taranaki, Taupo, Tauranga, and Wellington.

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

**APOLOGIES:**

Nil.

**MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 9 JUNE 2013:**

Nil.

**ADOPTION OF PRESIDENT'S ANNUAL REPORT:**

On the motion of Central Otago, seconded by Auckland, the report was **adopted**.

**ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2014:**

The Treasurer spoke to the accounts, noting that the surplus of \$6,948 was largely in special funds, with the general fund surplus being \$642. Additional expenses related to CAA Rule exemption applications, travel costs for Youth Glide representation at Executive meetings, and one-off legal and Treasurer work regarding the set-up of the Umbrella Trust. Internal allocations to the promotional (reduced) and instructors (increased) funds had been adjusted to reflect usage.

On the motion of Auckland Aviation Sports, seconded by Auckland, the accounts were **adopted**.

**UMBRELLA TRUST REPORT**

The Treasurer spoke to the GNZ Umbrella Trust accounts, noting that the surplus after grants awarded and one-off set-up costs was \$6,700. Gifting of all the various gliding trust funds had been completed, with only the Loans Fund income to accrue as existing loans to clubs are paid off. During this set-up year, most of the funds were invested in term deposits pending implementation of an "income and growth" investment portfolio with BNZ Private Banking, which commenced only in October. This portfolio was intended to provide stable capital and not participate in undue speculation. The Trustees wished to grow the funds so those available for grants clearly showed at year end before gifting. The Loans Fund would continue to be kept in term deposits to facilitate demand from clubs.

The report was **adopted** on the motion of Hawkes Bay, seconded by Tauranga.

**ADOPTION OF ANNUAL REPORTS OF OFFICERS & COMMITTEES:**

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

**CONSIDERATION OF REMITS:**

None received.

**APPROVAL OF BUDGET FOR 2014-2015:**

Budgeted income for the year amounted to about \$104,000 mainly from subscriptions of \$78,000, including \$6,000 income from additional members joining during the year, and \$8,000 in fees for Commercial affiliates.

Expenditure was budgeted for a zero surplus. This assumed static membership, no change in affiliation fees, and similar overall expenditure to the previous year.

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

#### **FIXING OF ENTRANCE FEES & SUBSCRIPTIONS FOR 2014-2015:**

The Executive Committee recommended that the annual subscriptions and entrance fees for 2014-2015 remain the same as in the previous financial year.

On the motion of Hawkes Bay & Waipukurau, seconded by Piako, the recommended entrance fees and subscriptions were **approved**.

The President noted that the fees had been stable for the last three years and warned that increases would probably be necessary next year if it became necessary to provide remuneration in order to fill some GNZ positions.

In general discussion, delegates were reminded that an AGM remit passed unanimously in 2010 provided for a portion of the interest produced from the Loans Fund to be directed towards cross-country training courses. Although this had not yet happened, the same principle might be extended to other areas, such as airworthiness. It was agreed that further discussion on this topic should be promoted at the next AGM.

#### **ANNUAL GROUP MEMBERSHIP:**

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

#### **ELECTIONS TO EXECUTIVE COMMITTEE:**

The President, Nigel Davy, and two Executive Committee Members Frank Saxton and Steve Wallace had reached the expiry of their terms of office. Vice President, Karen Morgan, and Executive Committee Member, David Jensen, had one year remaining on their two-year terms.

Accordingly, nominations had been requested and received, exactly matching the vacancies so that no voting was required, as follows:

President	Karen Morgan	CLV/OSC
Vice President	Steve Wallace	MSC/OSC
Executive Committee member	Frank Saxton	NLN/OSC
Executive Committee member	Nigel Davy	OSC/CLV

With a show of hands and subsequent acclamation, the respective nominees were declared elected for a term of two years.

#### **APPOINTMENT OF AUDITOR:**

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

#### **GENERAL BUSINESS**

The Glide Omarama delegate gave a short briefing on a very good meeting with CAA earlier in the year. The matter at issue was whether Glide Omarama's trial flights needed to be conducted under the relatively new Part 115 Adventure Aviation Rule. GNZ gave a presentation at the meeting, stressing that GNZ had in effect been very successfully

conducting activities similar to adventure aviation for a very long time, and that Part 115 was unnecessary and not viable for gliding. It was felt that the meeting had provided a good, common sense, outcome for both Glide Omarama and GNZ. A subsequent letter formally confirmed that the CAA was satisfied that Glide Omarama's current operation, including trial flights, could continue to be conducted under the auspices of its affiliated commercial membership of GNZ and its Part 149 certificate and there was no need to obtain a Part 115 certificate. This was subject to the trial flights being conducted only for those who showed a genuine interest in gliding and that the flights were conducted in accordance with GNZ Advisory Circular 1-04.

This acknowledged and strengthened GNZ's role in managing gliding and it gave Glide Omarama the continued opportunity to promote its soaring school through its trial instructional flight programme. Glide Omarama expressed thanks to the GNZ Executive for its role in achieving this outcome.

**2015 ANNUAL MEETING:**

It was agreed that the next meeting should be held in Wellington on 7 June 2015, at the same venue. Delegates were invited to make alternative venue proposals at the next AGM, perhaps with a wider programme of events to attract greater attendance.

**The President declared the meeting closed at 10:50 am.**

Read and adopted as a true and correct record this 16<sup>th</sup> day of August 2014.

Chairman



## **PRESIDENT'S ANNUAL REPORT**

With a new President you often get a new style. This year I want to use the President's report to cover two areas that have hit me quite forcefully this year.

Firstly, it is not all doom and gloom for GNZ. Yes, our membership numbers are falling. Yes, there is less activity. No, GNZ can't halt the trend. You can. Recruitment and retention are critical to GNZ, but these matters are completely in the hands of you, our member clubs. And actually, you are doing a great job.

The CAA has put out an "Aviation Industry Safety Update" report for the 2013-2014 year. It includes a graph indicating an average annual decline of 3.6% in aircraft movements over the last 4 years at aerodromes with Airways present (14.6% over 4 years). The CAA's "Aviation Safety Summary" to 31 Dec 2014 shows a decline of 23% over 4 years for **private** hours flown in aeroplanes, helicopters and balloons. In comparison, GNZ activity is only down 14% for 2010 to 2014 and some of this is from a fall in trial flights possibly caused by CAA's Part 115, so I think that we are bucking the aviation trends.

When you look at Max's report and see that in many ways our greatest recruiting system is to contact our former members, and that people are staying in our sport for longer – I can only say "well done" to the clubs. There are so many competing demands of various activities that people can do in their leisure time, as I have heard for my whole thirty years in this sport, so I am really pleased that you are doing well at keeping most members, attracting new ones and re-attracting a significant number. We can't stop people ageing, but we can positively help them to find a way to remain in our sport even when flying solo is no longer possible.

That brings me to retention, and thus to my second point. Why are we (you) so hard on our volunteers? Anyone who volunteers to help our sport in any capacity needs to be celebrated, but it seems to me that so often we save our worst behaviour for our friends in our clubs and in GNZ. Volunteers like to be thanked, to have their skills appreciated. Your volunteers are the centre of your clubs so please treat them with courtesy, train them well and most importantly RETAIN them. This goes for all those kind people who agree to take on a GNZ job. Our committees comprise the most amazingly skilled people who are putting themselves out for us all. Please thank them today because they are fantastic and they are doing things that we really need.

Naturally, we need more volunteers to keep the work going. The Publicity and Operations areas are in particular need at present so I ask you to search your consciences (or your club). Do you have the skills that GNZ needs, or can you free someone else up at your club so that they may do a job for all of us? We have moved beyond pure volunteerism these days, so if the right person needs reimbursement or appropriate payment, we can do that.

Funding is a matter important to all accountants, so you won't be surprised that I've been thinking about this. The AGM on Sunday will allow us to explore some possibilities in this area.

I want to thank the members of the Executive, Frank, David, Steve, Nigel and Max for your great work; and Youth Glide Representatives, Philip Dunlop and Tim Austen for your active participation. The GNZ committees are working well, the Trustees of the Umbrella Trust are carrying out an important role, the website is looking fresh and is well used and Laurie our Treasurer is a real treasure. GNZ does not run without the efforts of a great many people whose reports follow mine – thank you to all of you.

***Karen Morgan, President***

## GNZ Office Holders & Committees 2014-2015

### **Executive:**

**President** Karen Morgan  
Vice President Steve Wallace  
Member Nigel Davy  
Member David Jensen  
Member Frank Saxton  
Treasurer Laurie Kirkham  
Executive Officer Max Stevens

**Quality Manager** Peter Thorpe  
**Auditor** Mead Stark  
**Hon Solicitor** Rob McInnes

### **Operations:**

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

**Airworthiness NAO** Martyn Cook

**Awards Officer** Edouard Devenoges

**Central Register Manager** Laurie Kirkham

**Medical Advisor** David Powell

**Webmaster** Hadleigh Bognuda  
**Promotions** Nick Reekie

### **Airspace:**

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

### **Sailplane Racing:**

**Chairman** Steve Wallace  
Member Dane Dickinson  
Member Roy Edwards  
Member Steve Foreman  
Member Doug Henry  
Member Mike Strathern

### **FAI Gliding:**

**Delegate** Ross Macintyre  
Alternate Delegate Ben Flewett

### **NZ Aviation Federation:**

**Delegate** George Rogers  
Mike Tucker

## GNZ Umbrella Trust – Trustees 2014-15

**Chairman** Jerry O'Neill  
Nigel Davy  
Grae Harrison  
Karen Morgan  
George Rogers

**Secretary/Treasurer** Laurie Kirkham

**GLIDING NEW ZEALAND INCORPORATED**  
**INCOME STATEMENT**  
**For the year ended 31 March 2015**

		Allocation of income items to internal funds									
<i>Total 2014</i>		<i>Total 2015</i>	GNZ		Promotional		Instructors		Tasman		
			General Funds		Fund		Fund		Trophy		
			2015	2014	2015	2014	2015	2014	2015	2014	
	<b>INCOME</b>										
77,387	Affiliation Fees	<b>76,156</b>	72,493	73,682	2,164	2,205			1,500	1,500	
4,000	Distribution from Aviation Federation	<b>3,000</b>					3,000	4,000			
2,808	Donations	<b>2,230</b>			2,230	2,808					
861	Engineers Fees	<b>704</b>	704	861							
6,237	Interest Received	<b>7,468</b>	6,387	5,285	1,081	952					
23,380	Soaring NZ Subscriptions	<b>48,708</b>	48,708	23,380							
15,450	Sports NZ Grant	<b>15,000</b>	15,000	15,450							
308	Surplus on sales of badges etc	<b>607</b>	607	308							
-	Sundry Income	<b>-</b>									
<b>\$130,431</b>		<b>\$153,873</b>	\$143,898	\$118,966	\$5,475	\$5,965	\$3,000	\$4,000	\$1,500	\$1,500	
		These financial statements are subject to audit									

**GLIDING NEW ZEALAND INCORPORATED**  
**INCOME STATEMENT**  
**For the year ended 31 March 2015 (continued)**

Total 2014		Total 2015	Allocation of expense items to internal funds							
			GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy	
			2015	2014	2015	2014	2015	2014	2015	2014
	<b>EXPENDITURE</b>									
1,500	Auditing	1,575	1,575	1,500						
4,252	AGM expenses	6,182	3,937	4,252	2,245					
117	Airspace Committee expenses	-		117						
7,750	Airworthiness Committee	6,240	6,240	7,750						
233	Annual report	233	233	233						
2,500	Awards Officer's expenses	2,500	2,500	2,500						
3,236	Civil Aviation charges	4,508	4,508	3,236						
2,670	Communications	3,620	3,620	2,670						
2,500	Concessions granted to Youth	2,397	2,397	2,500						
12,181	Executive's Travelling expenses	11,089	11,089	12,181						
32,844	Executive Officer's remuneration	28,856	28,856	32,844						
1,678	FAI affiliation fees	1,838	1,838	1,678						
182	FAI awards	167			167	182				
960	First Competition award	-				960				
3,639	General expenses	244	244	3,560		30		50		
1,918	IGC representation	1,092	1,092	1,918						
1,290	Insurance	1,290	1,290	1,290						
2,500	National Membership Register	3,200	3,200	2,500						
382	Operations Officers' expenses	2,729	2,729	382						
-	Promotional advertising	870			870					
261	Promotional copies of magazine	348			348	261				
954	Publications	-						954		
-	SRC expenses	1,315			1,315					
23,380	Soaring NZ magazines	46,710	46,710	23,380						
1,218	Subscriptions	695	695	1,218						
-	Tasman Trophy expenses	535							535	
2,723	Training Course contributions	-						2,723		
12,480	Treasurer's remuneration	12,160	12,160	12,480						
135	Website development	525	525	135						
123,483		140,918	135,439	118,324	4,944	1,433	-	3,726	535	-
	<b>EXCESS/(DEFICIT) OF INCOME</b>									
\$6,948	<b>OVER EXPENDITURE</b>	\$12,956	\$8,459	\$642	\$531	\$4,533	\$3,000	\$274	\$965	\$1,500
			These financial statements are subject to audit							



**GLIDING NEW ZEALAND INC**

**STATEMENT OF MOVEMENTS IN EQUITY  
For the year ended 31 March 2015**

Allocation of income and expense items to internal funds												
Total 2014		Total 2015	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		Operations Officers Fund	
			2015	2014	2015	2014	2015	2014	2015	2014	2015	2014
183,743	Opening balance - 1 April 2014	190,692	137,950	137,308	29,108	24,576	3,528	3,255	9,005	7,505	11,100	11,100
6,948	Excess/(deficit) of income over expenditure for 2013/14	12,956	8,459	642	531	4,533	3,000	274	965	1,500	-	-
-	Gifting to Gliding NZ Umbrella Trust	-										
190,692	Closing balance - 31 March 2015	203,647	\$146,410	\$137,950	\$29,639	\$29,108	\$6,528	\$3,528	\$9,970	\$9,005	\$11,100	\$11,100

**BALANCE SHEET as at 31 March 2015**

Total 2014		Total 2015
\$190,692	<b>Accumulated Funds</b>	<b>\$203,647</b>
	<b>Represented by:</b>	
	<b>Current Assets</b>	
39,201	BNZ - Current accounts	\$45,763
197,080	BNZ - Short term deposits	\$219,990
6,403	Sundry debtors	\$3,175
1,759	Stocks of badges, ropes etc	\$1,395
244,442	<b>Total assets</b>	<b>\$270,322</b>
	<b>Less Current Liabilities</b>	
24,548	Sundry creditors	\$37,395
25,453	Soaring NZ prepayments (Note 2)	\$25,530
3,750	Sports NZ prepayment (Note 3)	\$3,750
53,751		\$66,675
\$190,692	<b>Net Assets</b>	<b>\$203,647</b>

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

Karen Morgan  
President

These financial statements are subject to audit

## GLIDING NEW ZEALAND INC NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2015

### 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 2015.

**Differential reporting:** Gliding New Zealand qualifies for certain exemptions from reporting standards as provided for by the New Zealand 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.

**Income Tax:** Gliding New Zealand Inc is exempt from Income Tax under Section CW46 of the Income Tax Act 2007.

**Goods & Services Tax:** Items of Income and Expenditure are stated exclusive of Goods & Services Tax.

**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.

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

**Revenue:** Levies are recognised when invoiced, and interest recognised when earned.

**Related Party Transactions:** Committee member Steve Wallace was a member of the NZ Team selected to compete in the 2014 World Gliding Championships in Leszno, Poland which received a grant from the Gliding NZ Umbrella Trust to pay entry fees \$4,009 and a grant of \$1,150 to rent a container for the Team headquarters.

Committee members David Jensen and Steve Wallace are members of the Matamata Soaring Centre committee that received a \$1,000 grant from the Gliding NZ Umbrella Trust for their 2014 Cross Country Training Course.

During the year two committee members received remuneration for their services. They are both independent contractors who invoice the organisation for their services. During the year payments of \$28,856 (2014: \$32,844) were paid to Max Stevens and \$12,160 (2014: \$12,480) to Laurie Kirkham.

### NOTE 2 – SOARING NZ PREPAYMENTS

A sum of \$25,530 (2014: \$25,453) received in respect of 2 of 4 magazine issues to 30 November 2015 has been held over until the 2015/16 year.

### NOTE 3 - SPORTS NZ PREPAYMENT

A sum of \$3,750 (2014: \$3,750) received in respect of the three months to 30 June 2015 has been held over until the 2015/16 year.

### NOTE 4 - CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

There are no capital commitments or contingent liabilities as at 31 March 2015 (2014 - Nil).

GLIDING NEW ZEALAND LOAN FUND TRUST				
FINANCIAL STATEMENTS for the year ended 31 March 2015				
<b>INCOME STATEMENT for the year ended 31 March 2015</b>		<b>Notes to the financial statements</b>		
<b>2014</b>		<b>2015</b>	<p><b>Reporting entity:</b> The Gliding New Zealand Loan Fund Trust has operated for a significant number of years as a Trust Board, separate and distinct from Gliding New Zealand Incorporated, but there is no record of any formal trust deed being held. During this time the trustees have provided loans and grants in the name of each of the original benefactors to promote the sport. This informal trust is in the process of being wound up and funds are being progressively gifted to the Gliding NZ Umbrella Trust as a new Trust to administer these funds.</p> <p><b>Accounting policies:</b> 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 2015.</p> <p><b>Differential Reporting:</b> Gliding New Zealand Loan Fund qualifies for certain exemptions from reporting standards as provided for by the New Zealand Institute of Chartered Accountants in its statement Framework for Differential Reporting as Gliding New Zealand Loans Fund is not publicly accountable or large in terms of the Framework's criteria. Gliding New Zealand Loan Fund has taken advantage of all available differential reporting exemptions.</p> <p><b>Specific accounting policy:</b> The following specific accounting policies which materially affects the measurement of financial performance and financial position has been applied.</p> <p><b>Loans</b> - Loans are stated at their estimated realisable value after due allowance, if required, for amounts considered uncollectable.</p> <p><b>Revenue</b> - Interest is recognised when earned.</p> <p><b>Gifting to Gliding NZ Umbrella Trust:</b> The Loan Fund has been gifted to GNZUT in accordance with gifting documents dated 11 August 2012 and 19 November 2012. From October 2012 onwards, as the Loan Fund's term investments matured, the funds were transferred to GNZUT with a total of \$360,500 of the \$400,000 gifted to date transferred at balance date. The remaining funds will be transferred as existing Club Loans are paid off. The funds have been gifted to the GNZUT "on the proviso that they will be used primarily for making loans to gliding clubs in New Zealand to assist with the purchase of significant gliding clubs in New Zealand to assist with the purchase of significant capital assets such as gliders, with the option for the trustees to use these funds for other purposes for the benefit and promotion of the sport of Gliding in New Zealand should there be no demand for loans to gliding clubs."</p>	
	<b>Income</b>			
7,311	Interest from loans to clubs	5,523		
5	Interest from bank deposits	4		
7,316	<b>Surplus for the year</b>	5,527		
178,135	Accumulated funds b/f from prior year	146,451		
(39,000)	Less Gifting to Gliding NZ Umbrella Trust	(72,500)		
<u>\$146,451</u>	Accumulated funds carried forward	<u>\$79,478</u>		
<b>BALANCE SHEET as at 31 March 2015</b>				
<b>2014</b>		<b>2015</b>		
	<b>Loans to Clubs</b>			
15,000	Nelson Gliding Club	8,000		
40,000	Taupo Gliding Club	-		
50,000	Tauranga Gliding Club	40,000		
40,000	Wanganui-Manawatu Gliding Club	30,000		
145,000		78,000		
	<b>Other Assets</b>			
498	BNZ current account	1,463		
953	Accrued interest	532		
-	Accounts receivable	(517)		
146,451	<b>Total Assets</b>	79,478		
-	<b>Less Liabilities</b>	-		
<u>\$146,451</u>	<b>Net Assets and Accumulated Funds</b>	<u>\$79,478</u>		
Signed on behalf of the Trustees				
Karen Morgan				
<b>President</b>				

**GLIDING NEW ZEALAND UMBRELLA TRUST**

**INCOME STATEMENT**

For the year ended 31 March 2015

<i>Total</i>		<i>Total</i>	<b>Georgeson Trust</b>		<b>GNZ Roake Trust</b>		<b>GNZ World Champs Fund</b>		<b>Matamata XC Training Trust</b>		<b>Pryde Trust</b>		<b>Rix Trust</b>		<b>Youth Glide Omarama</b>		<b>Rothmans Trust (GNZ Loans Fund)</b>	
			2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014
100.0%	Funds Split	100.0%	14.1%	11.6%	22.4%	22.6%	7.4%	8.4%	4.6%	3.7%	8.6%	9.8%	6.4%	5.3%	1.0%	0.0%	35.5%	38.7%
	<b>INCOME</b>																	
1,050	Competition Levies	1,210									1,210	1,050						
21,547	Interest Received	10,635	1,501	2,491	2,379	4,860	786	1,815	489	805	919	2,111	679	1,136	108	-	3,776	8,329
-	Loan Interest Received	1,607															1,607	
5,376	Portfolio Income	56,986	8,042	622	12,748	1,213	4,209	453	2,619	201	4,923	527	3,638	283	577	-	20,230	2,078
27,973		70,439	9,543	3,113	15,127	6,072	4,994	2,268	3,108	1,006	7,052	3,688	4,317	1,419	685	-	25,613	10,407
	<b>OUTGOINGS</b>																	
1,380	Audit	1,438																
5,902	Accounting & Secretarial	6,778																
40	Bank Fees	48																
4,708	Portfolio Fees	6,392																
13	Postage & Stationery	21																
95	Travel Reimbursements	90																
12,137		14,766	2,084	1,403	3,303	2,737	1,091	1,022	679	454	1,276	1,189	943	640	150	-	5,242	4,691
15,836	<b>NET INCOME before Grants</b>	55,673	7,459	1,710	11,824	3,335	3,904	1,246	2,430	553	5,776	2,499	3,374	779	536	-	20,371	5,715
9,109	<b>Grants Awarded</b>	4,150	2,000	855	1,150	517	-	1,246	1,000	-	-	2,247	-	779	-	-	-	3,466
6,727	<b>NET INCOME after Grants</b>	<b>51,523</b>	<b>5,459</b>	<b>855</b>	<b>10,674</b>	<b>2,818</b>	<b>3,904</b>	<b>-</b>	<b>1,430</b>	<b>553</b>	<b>5,776</b>	<b>252</b>	<b>3,374</b>	<b>-</b>	<b>536</b>	<b>-</b>	<b>20,371</b>	<b>2,249</b>

These financial statements are subject to audit.

**GLIDING NEW ZEALAND UMBRELLA TRUST**

**STATEMENT OF MOVEMENTS IN EQUITY**

For the year ended 31 March 2015

Total		Total	Georgeson Trust		GNZ Roake Trust		GNZ World Champs Fund		Matamata XC Training Trust		Pryde Trust		Rix Trust		Youth Glide Omarama		Rothmans Trust (GNZ Loans Fund)		
			2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	
371,264	Opening balance - 1 April 2014	780,637	109,146	-	173,021	-	57,124	57,124	35,553	-	66,814	65,783	49,372	-	-	-	-	289,607	248,357
402,646	Gifts Received	131,796	-	108,292	-	170,204	-	-	-	35,000	-	779	-	49,372	59,296	-	-	72,500	39,000
773,910		912,432	109,146	108,292	173,021	170,204	57,124	57,124	35,553	35,000	66,814	66,562	49,372	49,372	59,296	-	-	362,107	287,357
27,973	Income	70,439	9,543	3,113	15,127	6,072	4,994	2,268	3,108	1,006	7,052	3,688	4,317	1,419	685	-	-	25,613	10,407
12,137	Less: Share of Expenses	14,766	2,084	1,403	3,303	2,737	1,091	1,022	679	454	1,276	1,189	943	640	150	-	-	5,242	4,691
9,109	Grants Awarded	4,150	2,000	855	1,150	517	-	1,246	1,000	-	-	2,247	-	779	-	-	-	-	3,466
6,727	Net Surplus (Deficit)	51,523	5,459	855	10,674	2,818	3,904	-	1,430	553	5,776	252	3,374	-	536	-	-	20,371	2,249
780,637	Closing balance - 31 March 2015	963,955	114,605	109,146	183,695	173,021	61,028	57,124	36,982	35,553	72,590	66,814	52,746	49,372	59,831	-	-	382,477	289,607

**BALANCE SHEET as at 31 March 2015**

Total		Total	
2014		2015	
780,637	Accumulated Funds	963,955	The allocation of these accumulated funds over the various trust funds is shown in the above Statement of Movements in Equity.
100	Capital	100	
<b>780,737</b>	<b>Total Equity</b>	<b>\$964,055</b>	
	<b>Represented by:</b>		
	<b>Current Assets</b>		
222,449	BNZ - Current Accounts	27,520	
308,804	BNZ - Short Term Deposits	220,092	
244,168	BNZ - Investment Portfolio	684,763	Signed on behalf of the Trustees
5,382	Accrued Interest	1,482	
210	Sundry Debtors	220	
781,013		934,076	
	<b>Long Term Assets</b>		
-	Taranaki Gliding Club Loan	30,600	
781,013		964,676	
	<b>Liabilities</b>		
276	Sundry Creditors	621	Jerry O'Neill Chairman
<b>780,737</b>	<b>Net Assets</b>	<b>\$964,055</b>	<b>These financial statements are subject to audit</b>

**GLIDING NEW ZEALAND UMBRELLA TRUST**  
**Notes to the Financial Statements for the year ended 31 March 2015**

**STATEMENT OF ACCOUNTING POLICIES**

**Reporting Entity:** Gliding New Zealand Umbrella Trust is a Trust under the Trustee Act 1956. 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 Umbrella Trust.

**Changes in Accounting Policies:** There have been no changes to accounting policies in the year to 31 March 2015.

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

**Income Tax** - Gliding New Zealand Umbrella Trust is exempt from Income Tax under Section CW46 of the Income Tax Act 2007.

**Goods & Services Tax** - The entity is not registered for GST.

**Revenue** – Levies are recognised when invoiced, and interest is recognised when earned.

**Comparative Figures:** 2014 was the second year of the Trust's reporting and the 2014 comparative figures represent 12 months.

**CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES**

There were no other capital commitments or contingent liabilities as at 31 March 2015.

**RELATED PARTY TRANSACTIONS**

There were no related party transactions for the year ended 31 March 2015.

**INVESTMENTS**

Further implementations totalling \$390,000 were transferred into the BNZ Private Banking Portfolio throughout the year. The Portfolio returned 11.67% before tax and fees and \$10.30% after tax and fees. The average return on Term Deposits was 4.47% for the year.

**LOANS APPROVED**

A loan of \$60,000 to the Taranaki Gliding Club to assist with the purchase of a Eurofox tow plane was approved in June 2014 and drawn down in August 2014. The loan was subject to the sale proceeds of the Pawnee and the GST refund on the purchase of the Eurofox be paid against the loan once received, which had occurred within the 2014/15 financial year reducing the loan down to \$30,600 as at balance date.

## GRANTS AWARDED

**2014 World Gliding Championships, Poland:** Brett Hunter applied for the cost of a container decked out as 'team headquarters' for the 2014 World Gliding Championships in Poland. The *Gliding NZ Roake Trust* granted \$1,150 toward this project.

**2014 Youth Soaring Development Camp:** Roger Read applied to support four attendees at the December 2014 Youth Soaring Development Camp, awarding \$500 each towards their flying costs. The *Dick Georgeson Trust* granted \$2,000 to this project.

**2014 Matamata Soaring Centre XC Training Course:** Bill Mace applied for support to help cover some of the launch costs and glider hire for the participants of the Matamata Basic Cross Country Course held in November 2014. The *Matamata Cross Country Training Fund* granted \$1,000 to this project.

## OBJECTIVES & HISTORY OF TRUSTS

**Gliding New Zealand Umbrella Trust:** The Trust was established on 10 June 2012 in order to become the vehicle by which all the various gliding trusts that exist throughout NZ could consolidate their investments into one trust. Many of the existing trusts were small and their capital values insufficient to generate the levels of income necessary to achieve their objectives. In some cases their objectives were so narrowly defined that they were unable to utilise income tax exemptions. The Trust also protects major trust funds previously administered by Gliding NZ should there be claims on Gliding NZ Inc by creditors (although there have been no such issues). Consolidating the individual capital sums from the various trusts into a worthwhile amount will maximise investment returns, and allow more professional management of the trusts funds, giving better accountability.

The objectives of the Trust are to further the sport of gliding in New Zealand and support New Zealand pilots competing overseas by providing grants and loans to suitable applicants who meet the criteria the donor trusts have outlined in their Deed of Gift document.

**Dick Georgeson Trust:** The trust was founded in 2006 when Dick Georgeson donated the capital for which the investment returns could be used to promote the teaching of wave flying in New Zealand.

The funds were gifted to GNZUT in accordance with gifting documents dated 30 June 2013 and \$108,292 was transferred on 10 July 2013.

The funds were gifted to the GNZUT "on the provisos that:

1. The funds are to be used to honor the memory of Dick Georgeson, to promote further exploration of New Zealand wave patterns, and to promote the teaching of the use of New Zealand wave patterns to pilot members of gliding clubs affiliated to Gliding New Zealand who have limited experience as pilot in command of a sailplane.
2. That until 40 years from the date of the said grant at least one half of the earnings of the trust capital in each year shall be added to the capital of the trust to increase its capital base."

**Gliding NZ Roake Trust:** The trust was formed by Chris and John Roake in 1974 with a particular interest in supporting World Championship participation. John and Chris made regular grants during the 80's and 90's to increase its funding base, and in 1995 the profit from the World Gliding Championships was added to the fund. Although the 1974 trust deed does not contain any objectives, since inception funds have been made available to support World Championship entrants.

The funds were gifted to GNZUT in accordance with gifting documents dated 30 June 2013 with \$169,897 transferred on 7 May 2013 and the balance of \$306 transferred on 16 July 2013.

The funds were gifted to the GNZUT “on the provisos:

1. The funds are used to foster international participation by assisting members affiliated to Gliding New Zealand to compete in international gliding competitions that accept overseas entries (such as World Championships, Grand Prix, Tasman Trophy, European Championships).
2. That grant payments on average not exceed 50% of the net income earned by the Trust, with the remaining 50% capitalized to grow the fund.
3. If from time to time there are no applications for grants for a period of three years that meet the above criteria, 50% of the income may be applied to purposes that further the sport of gliding in New Zealand.

**Gliding NZ World Championships Fund:** The nation-wide raffles organised by John Roake in the mid 1980's saw a profit returned to Gliding NZ of some \$35,000. The Executive Committee of the time declared that these funds should not be dissipated, but retained as a capital fund – The World Championship Investment Fund. A portion of the interest on this fund along with other interest received by Gliding NZ accumulated and formed the World Championships Income Fund.

There is no formal trust deed, but in recent years the funds have been applied to the entry fees of NZ pilots selected for World Championships and a small contribution to team costs.

The funds were gifted to GNZUT in accordance with gifting documents dated 11 August 2012 and \$57,277 was transferred in November 2012.

The funds have been gifted to the GNZUT “on the proviso that they will be used primarily to assist with World Championship participation by members affiliated to Gliding New Zealand, with the option for the trustees to use these funds for other purposes for the benefit and promotion of the sport of Gliding in New Zealand should there be no demand for World Championship participation.”

**Matamata Cross Country Training Trust:** The Trust was formed in 1994 by the Matamata Soaring Centre from accumulated surpluses when the Contest Management Committee ran cross country courses in the 1980s. The funds had been set aside in the event of an insurance claim during a course but never got called on. Gordon Hookings was instrumental in the establishment of the Trust from these surpluses.

The funds were gifted to GNZUT in accordance with gifting documents dated 30 June 2013 and \$35,000 was transferred on 10 July 2013.

The funds have been gifted to the GNZUT “on the provisos:

1. That the funds be used for the promotion of and education and training of pilots in flying gliders cross country and the promotion thereof in New Zealand; the improvement of flying standards and safety of glider pilots by way of lectures or practical courses within New Zealand; the advancement of research into all areas of gliding generally within New Zealand.
2. That grant payments on average not exceed 50% of net income earned by the Trust, with the remaining 50% capitalized to grow the fund.”

**Pryde Trust (Ian Pryde Memorial Trust Fund):** Following the death of Ian Pryde in a sailplane accident in 1984, four New Zealand competition pilots lent the trust \$5,000 each (Peter Heginbotham, Dick Georgeson, Ian Finlayson and David Speight). The aim of the trust was to assist New Zealand participation in World Championships. The providers of



the initial loan capital have since donated their contributions to the trust, and the fund has been augmented by all pilots flying in Gliding NZ sanctioned competitions contributing \$10 each by way of a levy on entry fees.

The funds were gifted to GNZUT in accordance with gifting documents dated 19 November 2012; \$65,000 was transferred on 24 December 2012, with the balance of \$779 transferred 29 June 2013.

The funds were gifted to GNZUT “on the proviso that they will be used primarily to support the development of creditable competitive New Zealand pilots and their participation in World Gliding Championships (such pilots to be mainly domiciled in New Zealand and regular participants in the annual New Zealand National Gliding Championships), with the option for the trustees to use these funds for other purposes for the benefit and promotion of the sport of Gliding in New Zealand should there be no demand for World Gliding Championship participation.”

**Rix Trust (Mike Rix Memorial Trust Fund):** The fund was formed in 1989 to commemorate Mike Rix who was died in a gliding accident. Mike’s father, Jack Rix, granted \$15,000 to the fund which supported New Zealand pilots competing in the Tasman Trophy contest against Australia. Jack Rix and Tony Timmermans were the initial trustees, but on the death of Jack Rix in 2006, the power of appointment of trustees was vested in the Sailplane Racing Committee.

The funds were gifted to GNZUT in accordance with gifting documents dated 30 June 2013 and \$49,372 was transferred on 10 July 2013.

The funds were gifted to GNZUT “on the proviso that they will be used primarily to assist pilots selected by the Contest Management Committee of Gliding New Zealand to take part in the gliding competition in Australia, with the option for the trustees to use these funds for other purposes for the benefit and promotion of the sport of Gliding in New Zealand should there be no demand for assistance to compete in Australia.”

**Youth Glide Omarama (Otago Southland Gliding Club):** Tom Shields established the Otago Gliding Club in 2006 as the umbrella club for Youth Glide Omarama. Together with Gavin Wills and his Glide Omarama team, groups of youth were trained, the costs being largely funded from donations and fund raising. In 2011 the Southland Gliding Club (established 1965) ceased operating, and donated its assets to Youth Glide Omarama; the club was then renamed Otago Southland Gliding Club.

In 2014 the club tendered its assets for sale, and the proceeds were gifted to GNZUT in accordance with gifting documents dated 15 December 2014, with \$58,417 transferred in February 2015 followed by \$878 transferred in March 2015.

The funds were gifted to the GNZUT “on the provisos:

1. that the capital remains intact with only the income available for grants
2. that the funds can only be used for Youth Glide flying activity
3. that applications from Southland, Otago and South Canterbury based youth, flying out of Omarama, have priority.”

**Rothmans Trust (GNZ Loan Fund):** The Rothmans Trust was founded by Ken Simich, the Managing Director of Rothman's New Zealand in 1963. Rothmans agreed to donate 1,000 pounds per annum to Gliding New Zealand each year for 10 years, with the 1,000 pounds lent interest free to the National Champion’s club, for the purchase of capital equipment. Repayment was set at 200 pounds per annum. With all interest free loans

repaid following the last grant, the Executive Committee of Gliding New Zealand at the time decided that funds would be available to clubs at nominal interest rates.

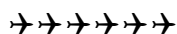
No actual trust deed has been located. However, it is clear that for many years the funds have been available for club loans at nominal interest rates (currently 4.5%).

At the 2010 GNZ AGM, the following remit was carried unanimously:

*That a portion of the interest produced from the Rothmans Trust Investment fund be directed to provide monetary assistance for cross country training courses.*

The funds were gifted to GNZUT in accordance with gifting documents dated 11 August 2012 and 19 November 2012. From October 2012 onwards, as the Loans Fund term investments matured, the funds were transferred to GNZUT with a total of \$360,500 of the \$400,000 gifted to date transferred at balance date. The remaining funds will be transferred as existing Club Loans are paid off.

The funds have been gifted to the GNZUT “on the proviso that they will be used primarily for making loans to gliding clubs in New Zealand to assist with the purchase of significant capital assets such as gliders with the option for the trustees to use these funds for other purposes for the benefit and promotion of the sport of Gliding in New Zealand should there be no demand for loans to gliding clubs.”



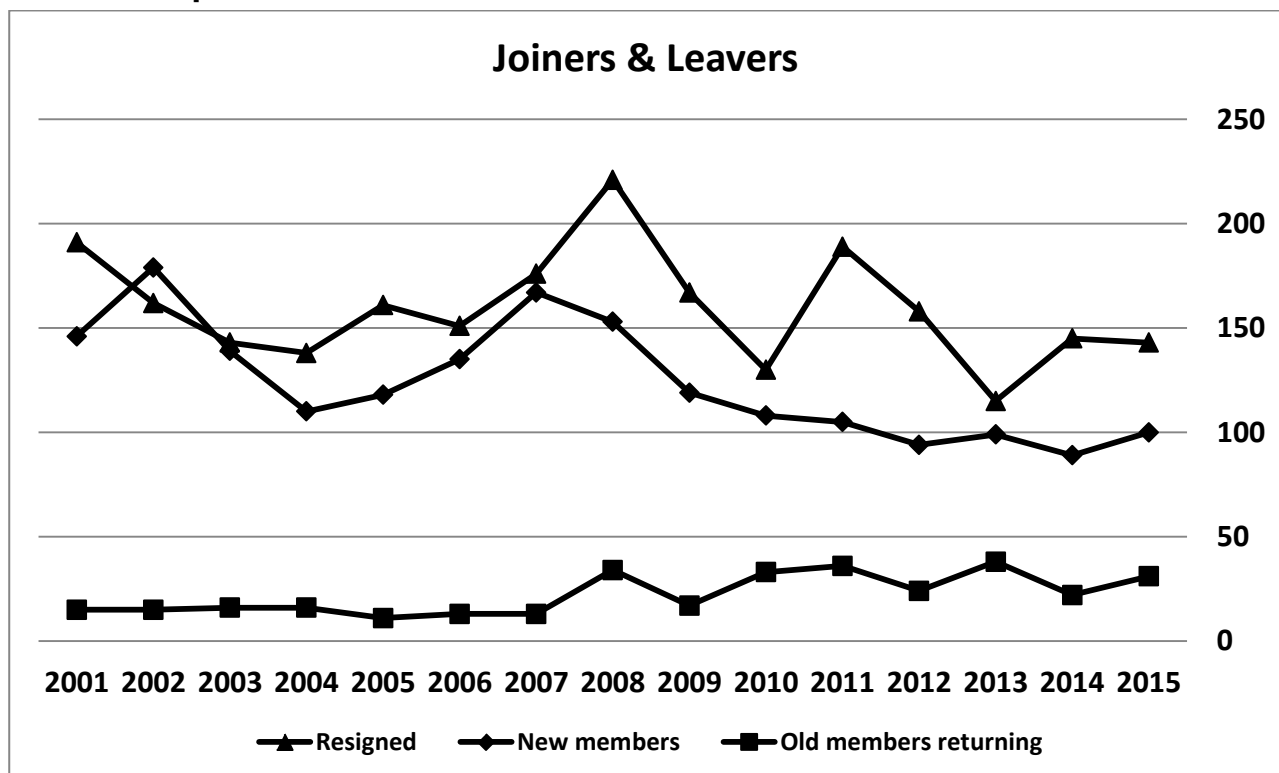
# GNZ OFFICER & COMMITTEE ANNUAL REPORTS

## Executive Officer

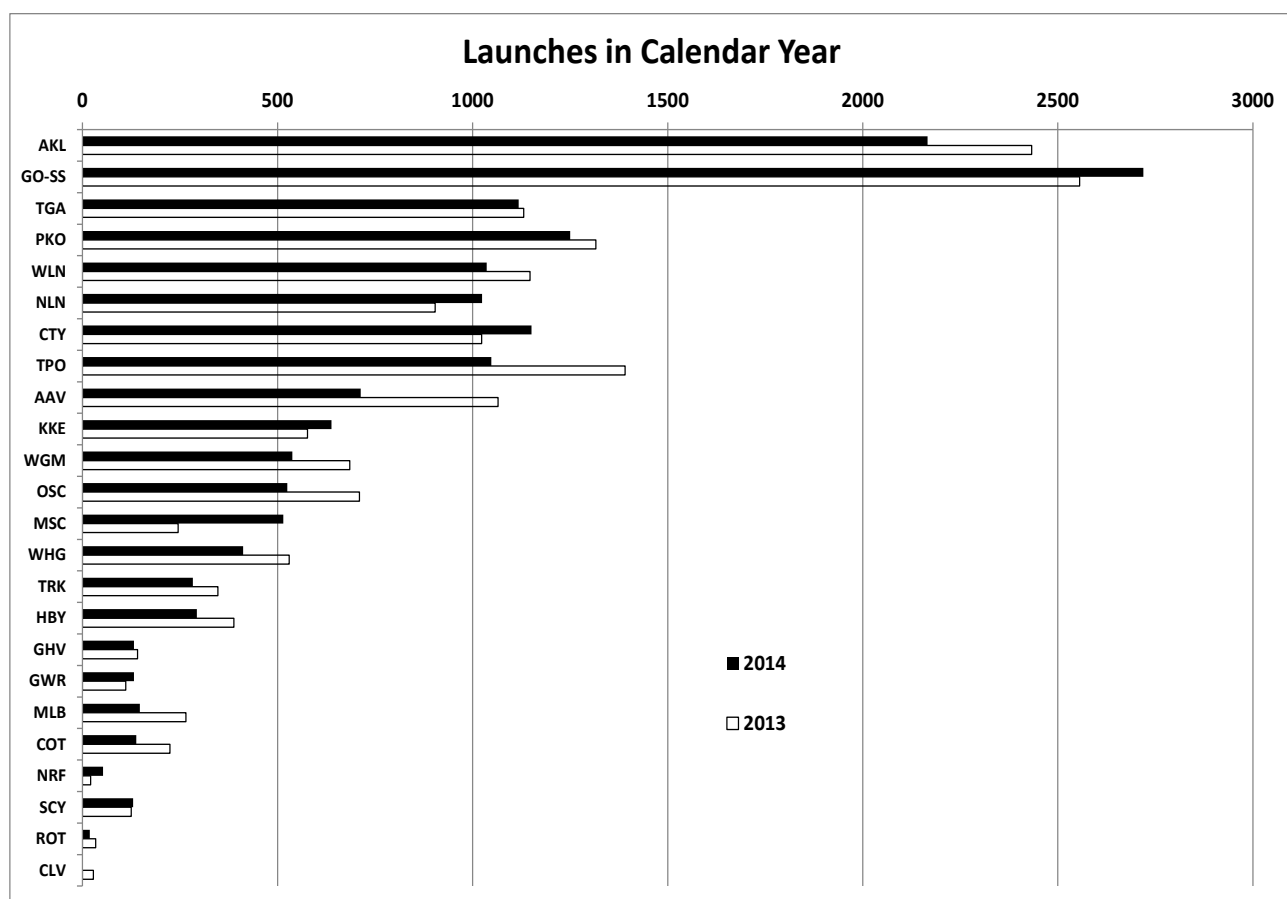
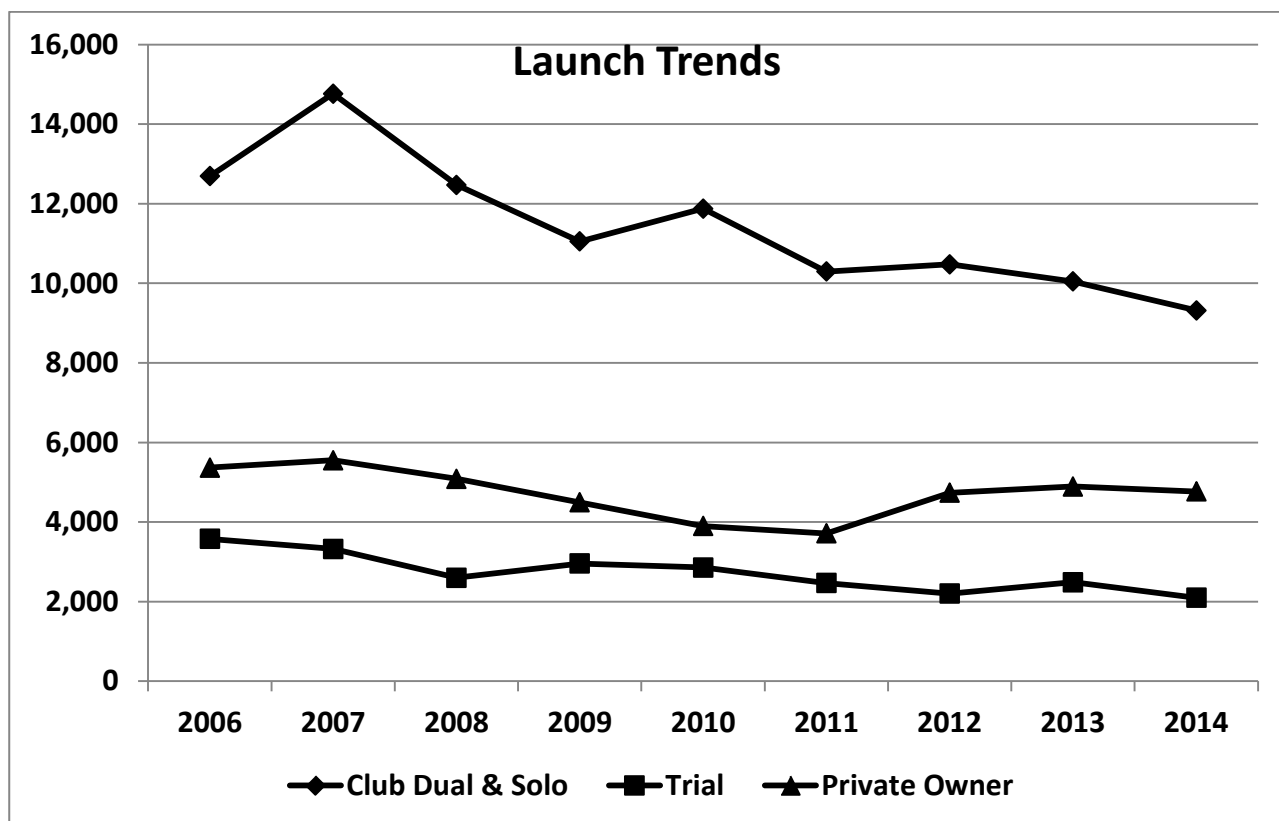
**Analysis of Membership:** In the last FY we gained 131 new and re-joining members but lost 143 – a net loss of 12 members. Of the 131 new members, 24% (31) were previous members rejoining. There was a gain of 5 junior members. 5% (35) of flying members are female.

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Full Flying Members	696	711	738	713	756	790	790	839	873	902
Junior sponsored pilots (100% from 2009)	57	52	60	63	62	65	54	36	33	
Non flying members	51	53	52	52	50	61	61	60	60	67
<b>Total members (excluding foreign pilots)</b>	<b>804</b>	<b>816</b>	<b>850</b>	<b>828</b>	<b>868</b>	<b>916</b>	<b>905</b>	<b>935</b>	<b>966</b>	<b>969</b>
New members (excluding foreign pilots)	100	89	99	94	105	108	119	153	167	135
Old members rejoining	31	22	38	24	36	33	17	34	13	13
Left the sport during the year	143	145	115	158	189	130	167	221	176	151
Gain all members	-12	-34	22	-40	-48	11	-30	-31	-3	-3
Gain full flying members	-15	-27	25	-43	-37	0	-26	-34	-29	-9
	-2.1%	-3.7%	3.5%	-5.7%	-4.7%	0.0%	-3.1%	-3.9%	-3.2%	-1.0%
<b>Males</b>	<b>758</b>	<b>771</b>	<b>802</b>	<b>778</b>	<b>823</b>	<b>876</b>	<b>861</b>	<b>894</b>	<b>914</b>	<b>921</b>
<b>Females</b>	<b>46</b>	<b>45</b>	<b>48</b>	<b>50</b>	<b>45</b>	<b>40</b>	<b>44</b>	<b>41</b>	<b>52</b>	<b>45</b>
50 years and over (for those with DOB held)	495	506	519	496	521	535	542	542	560	562
Under 50 years (for those with DOB held)	297	292	317	308	320	337	344	393	406	407
Average age	52.1	52.7	52.1	51.8	51.5	52.0	52.4	51.5	51.8	51.2
Average age of new members	37.4	39	39.3	38.6	37.4	42.0	38.0	42.6	33.8	36.5
Average age members leaving	47.5	44.7	41.4	46.0	47.5	48.3	42.8	43.9	42.9	44.3
Time in the sport (years)	9.3	8	7.8	8.5	8.1	12.3	5.6	5.8	5.8	5.1
Instructors (not all current)	267	289	273	237	219	200	248	292	291	288
Tow pilots (not all current)	122	119	119	124	139	140	142	141	150	164

### Membership Churn:



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



There were 16,180 launches in calendar 2014. Relative to calendar 2013, the variances were:

- Club dual & solo - 7%
- Trial flights - 16% (may be affected by CAR Part 115)
- Private owner - 3%
- Overall total - 0.1% (17% down on the average over the previous 10 years).

**Sport New Zealand KPIs:** To secure our annual funding of \$15,000 (plus GST) we have to sign up to key performance indicators (KPIs). For 2014-15 there were six quantitative KPIs – we met one of them handsomely and one other was almost met, but the rest were disappointing:

KPI	Performance	
• 5% increase in the number of youth flights	down 12%	✗
• 5% increase in the number of youth members	up 10%	✓
• 5% increase in National Champs entries	down 14%	✗
• Maintain adult club membership	down 15	✗
• Maintain number of instructors	down 22	✗
• 7 instructors upgrade	11	✓

*Max Stevens, GNZ Executive Officer*

### Awards

#### Statistics:

	14-15	13-14	12-13	11-12	10-11	09-10
QGP	22	24	26	23	14	17
QGP Visiting Foreign Pilots	23	16	15	19	27	7
Silver Height	9	3	11	0	4	9
Silver Distance	11	4	10	0	4	10
Duration	10	8	15	8	3	9
Silver Badges	11	2	8	4	4	9
Gold Height	7	0	5	1	3	6
Gold Distance	5	8	4	2	7	2
Gold Badges	3	1	3	2	6	3
Diamond Height	3	1	1	2	3	6
Diamond Goal	1	2	0	3	2	1
Diamond Distance	0	1	3	0	4	5
3 Diamond Badge	1	1	0	0	3	4
1000 km Diploma	0	0	1	0	2	0
NZ Records	0	4	1	3	2	4
Official Observer Appointments	8	2	19	2	44	33
GNZ First Comp Award	8	4	11	0	3	14

**Claims:** Non-approved Flight Recorders – the Awards Office has received a number of claims recently where pilots have been using PNAs, Tablets or Smart

Phones, running XC Soar, LK 8000 or similar programs to record their flights. To the disappointment of the claimants, these could not be approved under the Sporting Code.

**Official Observers:** We now have 111 Official Observers on the book, of which 13 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.

### **Air New Zealand Cross Country Championships**

A total of 4 (4) pilots entered, 1 (0) from the south and 3 (4) from the north respectively. (Last year.)

These are a disappointingly low numbers. Perhaps the rule that the pilot had to be at least 100km away from the take-off point, which would have stopped the “circuit bashers”, could be one of the reasons. Another reason could be the OLC.

In the past, pilots flew World records to make sure they would win this very prestigious trophy.

### **Miscellaneous:**

During the past year, the Awards Officer has processed 125 claims.

329 e-mails have been received and 241 have been sent.

Please make sure when making an application, that you are using the latest form. Forms (OPS 04) can be down loaded from GNZ’s website.

I wish pilots and their OO’s would read the rules more carefully, (some don’t seem to read the rules at all), before submitting a claim. It is awkward and embarrassing, if I have to decline a claim for a FAI Badge or new record.

I look forward to another year of processing claims and awarding Badges, Diplomas and new records.

*Edouard G. Devenoges, Awards Officer*

## **Operations**

**Fatal accidents:** This year has again seen the tragic loss of 2 lives, this time in one accident overseas. Bill Walker and Dave Speight were among our most experienced and respect pilots, both having lifelong commitment to our sport. Unfortunately it is likely to be some time before we will know the full details. Serious accidents can sometimes happen as a result of seemingly insignificant causes. It is important that we identify and understand threats to our safety and do all we can to mitigate the risks we face. There have been 18 deaths over 17 years, mostly involving collision with terrain, sometimes after stall/spin incidents, which is why AC2-13 AC 2-13 Mountain & Ridge Soaring Safety Principles was drafted and is now a mandatory requirement to be covered during every BFR.

**Accidents:** There were 14 accidents this year compared to 10 last year. 10 of the 14 were serious but apart from the Namibia accident, only one had any injuries (minor). It could have been much worse as 4 gliders were destroyed and 5 had major damage.

Minor tail  
U/C  
Canopy

Trial flight, Ground-looped in small field  
Heavy landing (Aust)  
Ran into clear turbulence & put head thru canopy

Destroyed	Awaiting report (Namibia)
Wingtip & U/c	Motor would not start. Ground-looped in paddock landing
Canopy	Overshot uphill paddock and ran into a fence
Cockpit & Canopy	Struck top of a fence post out-landing
Destroyed	Ground-looped in small paddock, went backwards into undulating gnd
Cockpit belly	Hit submerged log
Minor, U/c bolt	Tow-plane U/c bolt failed on landing
Tail broken off	Landing at airfield with engine jammed out after start failure
Bent U/c	Ground-loop in paddock
Destroyed	Overshot airstrip and ground-looped at speed
Destroyed	Pickets jammed controls in flight. Pilot bailed out with parachute

7 of the accidents involved a cross country out-landing and it is timely to remind pilots not to get out of reach of known good landing areas. If you are in a good area, then make sure you are well ahead of the situation by planning carefully. 5 of the accidents were during the Northern Regionals at Matamata (3 on the last day). All 5 of the accidents seemed to have unrelated causes, although apparent weather and task set on the last day may have caused some to have more confidence than the lift actually supported. It was very fortunate the jammed picket accident did not have a more serious outcome. There was only 1 accident in the South Island.

**Incidents:** There are huge barriers to pilots writing out incidents when they have them and one of the biggest is being seen as less of a pilot amongst our peers. Even worse is admitting a mistake to ourselves. The fact is that we are all human and 'no one' is immune. The only way that anybody will willingly fill out a report, is if they know they will not be criticised for a human failing and that a 'Just Culture' exists. Unfortunately there are many that just don't get it. It does not completely absolve personally accountable, but does mean the approach is always within the 'Just Culture' system. There are 4 clubs that have significantly improved their reporting culture and for them the task is to analyse their incidents to find ways to try and reduce or minimise the possibility of the same incidents happening in the future.

During 2013 there were 36 reported incidents. Main ones were:-

- 6 Wheel up landings
- 5 Airbrakes open on launch
- 4 Near misses
- 4 Groundloops
- 3 Aerotow upsets

The most serious ones were; 2<sup>nd</sup> winch cable entangled with wheel during launch (landed with cable still attached), a rudder pulley break during a spin. Most of the above are also serious, except I have never known anyone to hurt themselves doing a wheel up landing.

During 2014 there were 64 reported incidents. Main ones were:-

- 10 Near misses
- 5 Airbrakes open on launch
- 5 Wheel up landings
- 5 Groundloops
- 2 Canopy open while flying
- 2 Inadvertant tow release
- 2 Heavy landings
- 1 Aerotow upset

23 of the 64 incidents were during competitions; 8 during the Northern Regionals, 3 at Omarama Multiclass Nationals and 12 during the Drury Club Class Nationals.

There were quite a number of serious incidents that would never have come to light unless there were willing pilots to report them. The OP's 10 only takes about 2 minutes to

complete and personally I am not too worried if the hours are best estimates or if the form is not signed.

There are certainly more 'near misses' than I was expecting and highlights the need for lookout at all times. I am very definitely in favour of the use of flarm, if it can do anything that even slightly improves this significant area of risk. In previous years there have been many really serious accidents caused by airbrakes inadvertently not being locked before launch. Mitigation is to avoid distraction during your prelaunch checks. Other serious incidents include about 3 launches where release was slow due to not have left hand near the release and a launch where the release was inadvertently operated while holding on to it and hitting a bump at 200ft, with no safe landing options ahead. Also a landing straight into a very small downhill paddock 900 metres from the airfield during final glide. The above stats are still distorted as there are a large number of clubs that don't have a reporting culture. Additionally some clubs find very minor incidents are reported because they are easy and the serious ones not reported as they are more difficult to explain. The clubs that do have a good reporting culture are Auckland, Piako, Aviation Sports and Tauranga; with Taupo and Nelson are not far behind.

There are many that would like to see me provide detail public analysis of each incident, but there are 64 of them and I expect that the true number is somewhere around 140. Ultimate aim of course is to try and reduce them and accidents. Clubs can play a really important part in this, by finding latent factors and developing best practices for the incidents they have; if need be with guidance from their ROO. SOP's are quick and easy to amend, but might be just a slight change of procedure.

**ATC National Gliding Course:** This 5 day course was to be held in April but unfortunately had to be cancelled, due to a lack of fully committed and very experienced B Cat Instructors. It has been rescheduled for 14<sup>th</sup> to the 18<sup>th</sup> Dec. Australia and the UK report good increases in membership through their association with ATC, so it is important that we encourage support for this course. It is recognised that most instructors have work commitments that make it difficult to dedicate a week; it is a good opportunity to participate in a very intensive instructing program.

**Instructor Courses:** Annual course at Matamata was unfortunately cancelled, in part due to lack of numbers and some participants only committing to part of the course. If Instructor candidates come on the course with the aim of completing a rating, they will need to participate for the whole 3 days. The course is already very short and weather can also significantly affect its success. Plan at the moment is for this year's course to be on 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> October and will include provision for those wanting a training refresher. I am keen to see instructor courses in other parts of the country as well, but difficulty is having the right balance of Instructor Trainers, 2 seat gliders (fully insured), participants and facilities for presentations/accommodation/food etc. It does take a big effort to run a course, so scale of economy works well for 15 to 20 participants.

**Instructor & TP Appointments 2014-15:**

8 Tow pilots, 2 Instructor Trainers, 3 C Cats, 6 B Cats.

**General Comments:** I would like to sincerely thank all of the CFI's I have been dealing with over club audits. They have provided great co-operation and support for issues of safety. I would also like to thank Jerry O'Neill for his work as the Southern ROO. He has decided to step down after 5 years involvement in the role and is being replaced by Graham Erikson, who I understand is well known and respected in Southern circles.

***Steven Care, National Operations Officer***



## **Airworthiness**

There are 53 engineers on the Gliding New Zealand register, maintaining 333 gliders - including 47 motor gliders of various kinds. This is an increase of 1 glider and a decrease of 7 engineers since last year.

By the time you read report this all current GNZ engineers will have completed a home study refresher course appropriate to their rating. This approach to maintaining the currency of engineers in regard to rules and documentary processes has impressed officers at the Civil Aviation Authority, who have asked Gliding NZ if they could use the same concept in other branches of aviation.

There is an ongoing effort to reduce or eliminate some of the more arduous aspects of an engineer's work. One example is that a list of non-applicable Airworthiness Directives (AD's) is no longer required in the aircraft records. A simple list of the applicable AD's is now sufficient. I don't know quite how the previous practice arose, but this new requirement makes life much simpler, especially as AD numbering is no longer sequential. AD's are used to promulgate notices of structural or component defects, and this service is one of the benefits of operating certificated gliders.

As Flarm usage increases in the busier mountain gliding areas, there is concern about the quality of these installations, particularly antennas. Even some factory-fitted installations have antennas buried away in the front of the glider among other metal brackets and wiring, making the radiation and reception patterns very patchy indeed. Flarm has undoubtedly helped to prevent mid-air collisions, but it will only work well if the installation follows the manufacturers' instructions. One new approach is to use two external antennas, one above and one below the fuselage, which will help to improve "visibility" in all directions and eliminate blind spots.

As more electronic computing and display devices are installed in gliders the power demand goes up. Larger batteries are being installed. A reminder here that battery restraints need to be properly designed and fitted; and a Form 337 Approval is required. Battery technology is also advancing, and Lithium Iron Phosphate batteries, which are much lighter than lead-acid, are being offered by some glider manufacturers in new gliders. Batteries in gliders represent a potential fire hazard if not installed and charged correctly. I urge all operators to do their homework and keep installations well fused and protected both in flight and when charging.

Operators of wooden gliders continue to face the problem of gradual deterioration of airframes. If you operate one of these aircraft I urge you to keep up to date with the British Gliding Association's publications regarding monitoring of glues and glue joints. There has also been an incident in NZ of borer infestation in a wooden glider, and when opened up the damage was far more extensive than anticipated from a visual inspection.

On behalf of all clubs and private owners I wish to thank our engineers for their service to the sport. Without their diligent work all glider operators would be facing much higher costs for inspection and maintenance. Let's keep these wonderful machines safe.

***Martyn Cook, National Airworthiness Officer***

## **Airspace**

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

The Queenstown Airspace is still under review at the time of writing. There has been a significant push by the CAA to change the airspace from Class D to Class C. The impact

on gliding is relatively minor but it will probably be necessary to establish a General Aviation Area east of the Dunstan Range to facilitate wave flying south of Omarama.

The future requirement for Automatic Dependant Surveillance – Broadcast Out (ADS-B out) equipment is progressing. Max Stevens and I attended the regional ICAO seminar this May in Christchurch. We learned somewhat to our surprise that not even the latest Boeing 787 delivered to Air New Zealand meets the required specifications. The entire Jet fleet will need to be upgraded to version 2 prior to 2018 prior to the mandatory requirement for ADS-B out above Flight Level 245. No firm date has been set for ADS-B out in the lower levels of NZ airspace but the NZ Airways Corporation are working towards a date in 2020. This date coincides with the mandatory requirement in Australia, USA and Europe. Clearly there will be extreme pressure on the avionics manufactures and installation facilities at that time. GNZ is pushing for a later introduction date so as to avoid what is likely to be an international choke point in supply.

I would like to thank the airspace committee members and to Max Stevens who have supported me throughout the year.

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

## **Central Register**

Online Membership has been operating for three years now. Last week I was clearing out my membership ring binder from 4 years ago, a whole lever arch file full of paper forms that I used to have to manually input into the system. It was a reminder of how things have changed, and how much more efficient the new regime is.

We did a fix on a minor glitch in the system regards editing resigned members, but the fix created more problems than it solved for a brief period, so we reversed the change and then removed the ability to edit resign members (you're still able to reinstate resigned members and you can then update their details).

I had problems receiving [membership@gliding.co.nz](mailto:membership@gliding.co.nz) emails for a brief day or two back in February, I've been testing my emails regularly since without any issues. I usually acknowledge emails promptly, even when I'm away on leave, so should you not get a reasonably prompt reply from me (during working days), please try again.

I've hardly had any Soaring NZ magazines returned to sender – thank you to members who keep their contact details up to date on the database. When entering address information, please use the link to NZ Post to check if the postal address is valid and the post code is correct – this avoids your SoaringNZ mag being returned because your address doesn't comply with NZ Post criteria.

Thank you to the Club Administrators who have wholeheartedly embraced the new system and do a great job of maintaining your Club's membership.

***Laurie Kirkham, Central Register Manager***

## **Quality**

The Exposition internal audit programme required me to audit the processes associated with the issue of Instructor Ratings, Engineer Approvals and Maintenance Audits during 2014. The first has been completed and the other two are being carried out progressively.

**Instructor ratings:** An audit was carried out of 15 applications for instructor ratings over the period 26 March 2012 to 25 August 2013. All used the current form, were correctly

filled out and had signatures in the required boxes. All applicants met the age and minimum experience requirements for the rating requested.

There were no non-conformances or areas of concern.

**Engineer Approvals:** Engineers are required to renew their ratings every two years. The NAO has introduced a Study Guide that must be completed with each renewal as part of an initiative to raise and maintain the base level of technical knowledge of all GNZ engineers. On completion of the renewals in 2015 all engineers will have completed the Guide which now forms part of an on-going Quality Assurance programme. I have reviewed a sample of completed guides for both Class 2 and Class 3 engineers and am confident that this is an excellent way forward.

**Maintenance Audits:** Conducting regular audits of engineers in their work place would be hugely expensive in both time and travel and is not practical for a single volunteer. The Study Guide already mentioned is an effective method of ensuring engineers have current knowledge of regulations and procedures. It forms a biennial quality audit of each engineer's knowledge and when the renewal cycle is complete I will audit the renewal applications.

I am satisfied that the progress that has been made in raising the standard of technical knowledge of individual engineers meets the intent of a maintenance audit. Once the full cycle of renewals has been completed some thought should be given to auditing the IA and Class 4 engineers who operate commercial workshops.

**General:** The audit programme for this year is satisfactory. Although not subject to audit this year, completing operations audits within the required three year cycle remains a struggle for the operations officers.

*Peter Thorpe, Quality Manager*

## **Webmaster**

The Gliding New Zealand website has continued to evolve and improve over 2014/2015. Some key areas we have focussed on are:

- Upgrade the WordPress framework the GNZ website runs on.
- Improved the look and feel of the website with fresh photographs and content enhancements.
- Continued work on improving the website content.
- Increased the Facebook likes on the GNZ Facebook account to 1146 from 788.
- Implement several new Facebook content contributors and school them on how to gather and post content.
- Update the club locations and interactive Google Maps to reflect the changing club situation.
- Configured the new features of google analytics to better understand the traffic we are seeing and enable improved content delivery that is focussed on the target market.
- Continued improvement in search engine optimisation on the GNZ website.
- Upgrade the online classifieds facility to add a number of new features.
- Provide improved airspace and waypoint files for a number of regions.
- Introduced a trial flight capture form on the main GNZ website.

Goals for the next twelve months include:

- Continue a discussion around the viability of a national airspace and waypoint database with navigation equipment file generation and support for multiple regions.
- GNZ promotional video to put on the website showcasing why we all get so excited about this sport and introducing links to You-tube and Vimeo media that help showcase the sport.
- Continue to improve the records online of past achievements and records.
- Improve, refine and update content.
- Integrate a Facebook feed into the main GNZ homepage.
- Integrated you tube channel showcasing Gliding in NZ.

I have continued to receive daily requests for content changes, and addition of new articles/information as available. All the competitions/major events have had results and commentary displayed in near real time on the main page to help drive interest and increase visits. Many thanks to the many contributors that make this possible.

The introduction of the trial flight capture form has provided a significant amount of interest and introductions for clubs all over NZ. This continues to be a really important way for clubs to showcase what we do and capture people to introduce them to the sport. I believe the content and look and feel of the website is a really key part of ensuring this trend continues to improve.

Tim Bromhead has continued to improve <http://soaringtrack.com/> which allows the automation and streamlining of competitions. I hope we can invest further into this smart technology further this year as it was used successfully at a number of competitions.

Google analytics shows a steady trend of traffic growth and in particular returning traffic across the website. I believe this is due to the improved content, overall experience and search engine optimisation beginning to really work for us. There is more work to do here but we will continue to improve the content and back linking to grow traffic and improve optimisation.

Any feedback and content is heartily welcomed.

*Hadleigh Bognuda, Webmaster*

## **Youth Glide New Zealand**

The website is in the process of being updated and it set for its big reveal so keep an eye out! A big thank you to Philip Dunlop for all the work he contributed as our Information Technology Consultant so far. And, welcome to Campbell Mclver for assuming this new position for us. Thank you.

The Facebook page is an excellent way for people to see what YGNZ is doing and we encourage everyone to interact with the page however they see fit. Posting a photo or video of Youth Glide is especially welcome. The page has had great level of involvement and is slowly gaining 'likes'. Feel free to 'like' the page to keep up-to-date with what we are doing search 'Youth Glide New Zealand'.

**Youth Soaring Development Camp 2014:** The Youth Soaring Development Camp was held at Omarama from the 8<sup>th</sup> to the 17<sup>th</sup> of December. As ever, the camp was a resounding success. There was over 300 hours in 9 flying days in mixed but favourable

conditions. The Camp is an excellent experience and brings together like-minded young pilots from a multitude of backgrounds and experience levels.

A big thank you to the clubs, private owners and Glide Omarama for the use of your aircraft; the Airport Company for the use of campground and airfield; to all the instructors, tow pilots and kitchen staff and helpers for their efforts, and; the Camp's attendees, the success of the Camp relies on all of you.

Check out the SoaringNZ magazine for some great write-ups on the Camp.

**Membership:** We have had a steady increase of membership to YGNZ. Many parents, friends, family and businesses have opted to join our Social and Associate Memberships. This helps us show the support and encouragement we have from the community and is essential in gaining funds and grants.

We would strongly encourage those who haven't signed-up to do so – send an email to [info@youthglide.org.nz](mailto:info@youthglide.org.nz) and we will respond with a membership form. For those who are already members: you should expect a friendly and resolute reminder inviting you to renew your membership shortly.

**Youth Glide Overseas:** YGNZ had four of its members attend Joey Glide in Narromine, NSW. Philip Dunlop, Nick Oakley, Alex McCaw and Campbell McIver were our fine representatives. Nick and Alex placed 4<sup>th</sup> and 6<sup>th</sup> respectively – congratulations!

Keep an eye out for some YGNZ pilots attending the Junior Worlds later this year in Narromine. Good luck!

**AGM at Omarama:** This was our second AGM. It was a sad moment to see our then President Jordan Kerr, and Secretary Philip Dunlop step down from their respective positions. Jordan played an enthusiastic part in YGNZ in our first year and Philip was crucial behind the scenes in setting-up our online platform. Thank you both for your help, contributions and animated attitudes towards Youth Glide.

We warmly welcomed Tim Austen, of Dunedin, and Nathan Graves, of Whenuapai, as our new President and Secretary respectively.

Safe Soaring!

***Tim Austen, President Youth Glide New Zealand***

<http://youthglide.org.nz>

On Facebook: 'Youth Glide New Zealand'

## **AGM REMIT**

### **Executive Committee**

*That the Executive Committee be given a mandate to explore a new funding model based on charges per glider and club as well as per flying member in order to more fairly reflect the fall of costs and time spent by GNZ personnel.*

**Comment:** The new affiliation fee and charges, if supported, will be set at the 2016 AGM, following discussion this year and next year.

### **Background:**

Most of GNZ's funding is raised by way of an affiliation fee, charged per adult flying member and billed annually in November each year. This is simple to set and easy to increase to meet revenue needs, however this ease means that it increases every time we have a potential revenue shortfall, when costs have outgrown income. The commercial member has a similar charge, which increases at the same rate as the personal affiliation fee. With a (slightly) falling membership, a reduction in free voluntary work and the effect of inflation, this has the potential to continue to increase every few years.

However, this simple fee does not necessarily reflect the cost structure.

Looking at our costs, in many respects the operational costs relate to the number of clubs we have. Each club requires a regular audit, for which travel and time is charged. There is little difference in the time between auditing a big club or a small club. Currently these periodic audits are not charged separately. Some clubs take these audits seriously and prepare carefully; other clubs are underprepared and require more than one visit from the voluntary operations team. We propose to recover some of these costs, on an even basis of say \$500 per club per audit, ideally at three year intervals. If repeat visits are required, GNZ will have the option to pass on the actual costs of these to the club. For smooth revenue for us and flatter costs to clubs we might consider billing this 1/3 each year.

Some costs related to the glider and using gliders, rather than to pilots. Airworthiness in particular, but some part of many of the costs including part of the CAA charges and Executive Officer are caused by having lots of gliders and GNZ engineers.

All engineers currently pay a modest charge for renewal of their two-yearly Engineer Approval. It might be simplest to merely increase the charge to engineers, leaving them to pass this on to the owners of the gliders. We consider that it is hard to do this in a fair manner, as we do not know how many gliders each cares for, and we do not want to make life more difficult for the often voluntary engineers. An alternative which the Australians use is to charge a set fee for the paperwork for an annual inspection, paid by the engineer and passed onto the owner. No fee to GNZ means no annual and no clearance to fly. This adds a level of bureaucracy for the engineers, who did not set out to be fee collectors for GNZ; therefore we feel a fee might as well be sent directly to the owners.

An approach that is more even is to charge each glider owner. This is a definite and easily identifiable group, whose names and contact details are readily available. This has the benefit of being reasonably fair (or no less fair than charging for every pilot as at present). An obvious drawback is the cost of collection for 250 private owners plus the clubs, so the fee needs to be substantial enough to cover this extra cost. Perhaps the collection from private owners would best be done via their respective clubs.

What would be the impact? Taking all of the above changes will reduce the affiliation fees each club needs to collect, so club membership fees could be reduced. As most clubs do not have a lot of gliders relative to their membership levels, the overhead to almost every

club will fall. Conversely, private owners will pay more under this scenario, which reflects that impact on GNZ's costs of having lots of gliders and airworthiness time spent.

A range of figures are shown below so that the potential impact can be seen.

We have based these calculations on raising \$110,000 (plus GST) as a starting point, as we had to start somewhere, and GNZ's income has been 'sinking lid' for a long time. The volunteer situation is pretty grim and we will be paying more for services in the future. We also have no confidence in our chances of continuing to receive the \$15,000 SPARC grant forever now it is contestable, and the NZ Aviation Federation dividend is also under review.

<b>(Plus GST)</b>	Members		Club	Per	Per	1/3 of 3	Total
Club/Commercial	Flying	Junior	Gliders	person	glider	year audit	(including
				\$85	\$122		audit)
Kaikohe	10	0	4	850	488	167	1,505
Whangarei	14	10	2	1,190	244	167	1,601
Akld Aviation Sports	35	6	3	2,975	366	167	3,508
Auckland	85	1	8	7,225	976	167	8,368
Hauraki	0	0	1	0	122	-	122
Piako	54	0	5	4,590	610	167	5,367
Tauranga	52	12	6	4,420	732	167	5,319
Rotorua	6	0	2	510	244	167	921
Taupo	54	0	5	4,590	610	167	5,367
Taranaki	16	1	2	1,360	244	167	1,771
Norfolk	8	0	4	680	488	167	1,335
Hawkes Bay/Waipuk	20	2	2	1,700	244	167	2,111
Manawatu	26	0	4	2,210	488	167	2,865
Wairarapa	11	0	5	934	610	167	1,712
Hutt Valley (not flying)	14	2	4	1,190	488	-	1,678
Wellington	48	2	3	4,080	366	167	4,613
Nelson	31	4	4	2,635	488	167	3,290
Marlborough	22	2	2	1,870	244	167	2,281
Canterbury	73	14	5	6,205	610	167	6,982
Sth Canterbury	19	0	2	1,615	244	167	2,026
Omarama	31	0	3	2,635	366	167	3,168
Glide Omarama (\$7.6K tot gliders + VFP)	44	1	10	3,740	1,220	167	5,127
(Bulk VFP portion)							6,380
Central Otago	16	0	1	1,360	122	167	1,649
Clutha Valley	4	0	0	340	-	167	507
Totals	694	57	87	58,905	10,614	3,667	79,566
Private owners			250				30,500
<b>Total gliders</b>			<b>337</b>		<b>Total revenue</b>		<b>\$110,066</b>

We have looked at various combinations which might raise the roughly same amount:

	Per Person	Per Glider	All clubs Audit	Total Clubs	Private owners	\$7.6K bulk for GO	Total collected
	130	27	3,667	96,106	6,750	7,330	110,186
	125	38	3,667	93,598	9,500	7,220	110,318
	120	48	3,667	91,003	12,000	7,120	110,123
	115	59	3,667	88,495	14,750	7,010	110,255
	110	69	3,667	85,900	17,250	6,910	110,060
2015/6 proposed affiliation excl GST	105	80	3,667	83,392	20,000	6,800	110,192
	100	91	3,667	80,884	22,750	6,690	110,324
current affiliation excl GST	95	101	3,667	78,289	25,250	6,590	110,129
	90	112	3,667	75,781	28,000	6,480	110,261
	85	122	3,667	73,186	30,500	6,380	110,066
	80	133	3,667	70,678	33,250	6,270	110,198
	75	143	3,667	68,083	35,750	6,170	110,003
	70	154	3,667	65,575	38,500	6,060	110,135
	65	165	3,667	63,067	41,250	5,950	110,267
	60	175	3,667	60,472	43,750	5,850	110,072
	55	186	3,667	57,964	46,500	5,740	110,204

We should also discuss the Junior scheme. There currently are 57 junior members under the age of 19, across a number of clubs. They pay no affiliation fee to GNZ, and we pay for their Soaring magazine subscription. This cost us \$2,400 plus GST in the last year. In return for this concession from GNZ, clubs agreed to charge no membership fee, and to make at least one glider free of charge to these junior members. Clubs may charge for tows, but for nothing else.

It has come to our attention that some clubs have found this unaffordable, or they have forgotten the rules, so some clubs are charging membership, or half glider fees, or other amounts. We note that some clubs have quite a few juniors, and the constrictions of the current rules may be a limitation on some clubs being able to afford to encourage junior flying. We would like this AGM to openly discuss the financial impacts of Juniors, so that we may form a consensus as to whether clubs will stick to the current rules more scrupulously, or whether someone should bring a remit to the 2016 AGM proposing a change. The Youth Glide NZ President has suggested that its members should be prepared to pay an affiliation fee to GNZ, say 50% of the adult fee.

For the 57 Juniors at present, this is \$60 at the proposed fee, or \$3,420. Adjusting the glider fee down, this is the impact:

	Per Person	Per Glider	Per Junior	All clubs Audit	Total Clubs	Private owners	\$7.6K bulk for GO	Total collected
	130	16	65.0	3,667	98,854	4,000	7,440	110,294
	125	27	62.5	3,667	96,204	6,750	7,330	110,284
	120	38	60.0	3,667	93,553	9,500	7,220	110,273
	115	49	57.5	3,667	90,903	12,250	7,110	110,263
	110	60	55.0	3,667	88,252	15,000	7,000	110,252
2015/6 prop affiln ex GST	105	71	52.5	3,667	85,602	17,750	6,890	110,242
	100	82	50.0	3,667	82,951	20,500	6,780	110,231

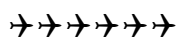


current affiliation ex GST	95	93	47.5	3,667	80,301	23,250	6,670	110,221
	90	104	45.0	3,667	77,650	26,000	6,560	110,210
	85	115	42.5	3,667	75,000	28,750	6,450	110,200
	80	126	40.0	3,667	72,349	31,500	6,340	110,189
	75	137	37.5	3,667	69,699	34,250	6,230	110,179
	70	148	35.0	3,667	67,048	37,000	6,120	110,168
	65	159	32.5	3,667	64,398	39,750	6,010	110,158
	60	170	30.0	3,667	61,747	42,500	5,900	110,147
	55	181	27.5	3,667	59,097	45,250	5,790	110,137

Equally it may be simply appropriate (and simpler) for Juniors to pay their own magazine subscriptions, and no affiliation fees.

What we are seeking from the AGM is an affirmation to continue down this path, and perhaps a suggestion from club delegates of an appropriate level to set the rates.

We look forward to this discussion.



<b>GLIDING NEW ZEALAND INC</b>				
<b>General Fund Budget 2015-16</b>				
<b>2014-15</b>		<b>INCOME</b>		<b>2015-16</b>
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>		<u>Budget</u>
64,000	60,452	Affiliation Fees		66,000
6,000	7,652	Additional Members during the year		8,300
8,050	8,052	Commercial Members		8,700
<b>78,050</b>	<b>76,156</b>			<b>83,000</b>
<i>Operating</i>				
900	704	Engineers Fees		900
5,500	6,387	Interest		6,400
-	1,998	Surplus - SNZ Magazine		-
500	607	Surplus - Sale of Badges etc		600
6,900	9,695			7,900
<i>Grants &amp; Sponsorship</i>				
15,000	15,000	Sport NZ Grant		15,000
4,000	3,000	NZ Aviation Federation		3,000
19,000	18,000			18,000
<b>103,950</b>	<b>103,852</b>	<b>TOTAL INCOME</b>		<b>108,900</b>
<b>Less EXPENDITURE</b>				
<i>Executive &amp; Management</i>				
31,500	28,856	Administration - Executive Officer		31,500
11,500	12,160	- Treasurer		13,400
1,500	1,575	Auditing		1,650
12,500	11,089	Travelling Expenses - Executive		12,000
4,500	3,937	Annual Meeting - Expenses		4,500
250	233	- Annual Report		250
61,750	57,851			63,300
<i>Committees</i>				
8,000	6,240	Airworthiness Committee Expenses		8,000
500	-	Airspace Committee Expenses		500
2,500	2,729	Operations Officer Expenses		4,000
3,200	3,200	National Membership - Register		3,200
2,500	2,500	- Awards		2,500
16,700	14,669			18,200
<i>Representation</i>				
1,700	1,838	FAI Affiliation		1,900
2,000	1,092	IGC Representation		2,000
1,200	695	Subscriptions		1,200
4,900	3,625			5,100
<i>Operating Expenses</i>				
3,000	4,508	CAA Charges		5,000
3,100	3,620	Communications		3,200
1,000	244	General Expenses		1,000
1,400	1,290	Insurance		1,400
500	-	Publications		500
1,000	525	Website Development & Maintenance		1,000
10,000	10,187			12,100
<i>Grants &amp; Concessions</i>				
2,500	2,397	Youth Schemes		2,500
2,500	2,397			2,500
<b>95,850</b>	<b>88,728</b>	<b>Expenditure Before Provisions</b>		<b>101,200</b>

		Allocations to Special Funds			
2,600	2,164		Promotions - Transfer Affiliation Fees	2,200	
4,000	3,000		Instructors & Cross Country Courses	3,000	
1,500	1,500		Tasman Trophy Fund	1,500	
8,100	6,664				6,700
<b>103,950</b>	<b>95,392</b>	<b>TOTAL EXPENDITURE</b>			<b>107,900</b>
<b>-</b>	<b>8,459</b>	<b>EXCESS INCOME OVER EXPENDITURE</b>			<b>1,000</b>

## 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 2015-2016, the Executive recommends that the said subscriptions and entrance fees be increased by approximately 9% over those fixed at the previous AGM, as follows:

### 1. Annual Subscriptions:

#### (A) GNZ Full Members.

An affiliation fee at the rate of \$120.00 (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 \$7,600 (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, provided they have not completed more than 6 instructional flights in the preceding 6 months. 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 2015/2016 year.]

## 2. Entrance Fees:

An organisation admitted to membership of GNZ shall pay an entrance fee of \$120.00 (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 31<sup>st</sup> 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.

<b>Affiliate Member</b>	<b>Members</b>	<b>Votes</b>	<b>Affiliate Member</b>	<b>Members</b>	<b>Votes</b>
Auckland Aviation SC	29	2	Matamata Srng Centre		1
Auckland GC	77	4	Nelson Lakes GC	34	2
ATC Association	1	1	Norfolk Aviation SC	8	1
Canterbury GC	88	4	Omarama GC	28	2
Central Otago FC	18	1	Omarama Srng Centre		1
Clutha Valley GC	4	1	Piako GC	51	3
Glide Omarama	24	1	Rotorua GC	6	1
Gliding Hawkes Bay & Waipukurau	23	1	South Canterbury GC	19	1
Gliding Hutt Valley	13	1	Taranaki GC	17	1
Gliding Manawatu	26	2	Taupo GC	44	2
Gliding Wairarapa	11	1	Tauranga GC	61	3
Kaikohe GC	8	1	Wellington GC	45	2
Marlborough GC	26	2	Whangarei GC	21	1
			Total	682	43

Note: The membership numbers above are full flying and junior members as at 31 October 2014. The total of 682 increased to 753 by 31 March 2015.

## **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.

*2014 recipient – John Goddard, Canterbury Gliding Club*

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

*2014 recipient – Mike Strathern, Nelson Lakes Gliding Club*

**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.

*2014 recipient – Abbey Delore, Canterbury Gliding Club & Enya McPherson, Auckland Aviation Sports Club*

**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

*2014 recipient – Steve Wallace, Auckland Aviation Sports Club*

***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.

*2014 recipients – North Island – Steve Foreman, Auckland Aviation Sports Club  
– Not awarded*

**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.

*2014 recipients – North Island – Pat Driessen, Auckland Gliding Club  
– South Island – Pete McKenzie, Central Otago Flying Club*

**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.

*2014 recipient – not awarded.*

## **PAST ANGUS & FRIENDSHIP 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
1995	John Roake, Bill Walker, Bob   Henderson, Mark Aldridge, Wayne   Wilson (WGC Directors)
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
2012	Yvonne Loader
2013	Terry Jones
2014	John Goddard

### **The Friendship Cup**

1986	Bill Walker
1987	Dave Pranker
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
1996	Russell Thorne, Simon Casey & Steve Bell
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
2012	Bill & Jan Mace
2013	Tom Davies
2014	Mike Strathern

# ***Membership Retention***

The answer to halting our declining membership is not better recruiting, it is *retention*

*People leave because they get bored*

Who stays and why?

X-country pilots stay

Why? Because they are not bored!

Surveys show that X-country pilots are:

The most active

The most motivated

The most engaged

The most enthusiastic

X-country flying maintains members

Clubs with a X-country culture are the most successful

How do we get pilots flying X-country? What can we do as a movement?

We must:

Break down the barriers

COACH pilots along a pathway of smaller easier steps

Instructors teach *How to Fly*

COACHES teach *Why we Fly*

COACHES don't have to be instructors

COACHES can help set goals

Goal setting is the key to keeping people motivated

***WE NEED TO ESTABLISH A COACHING  
STRUCTURE FOR GLIDING IN NEW ZEALAND***