

GNZ News May 2017

I am hoping for stunning weather all winter and great flights for all of you (while I go skiing).

There's been a lot on at GNZ since I last wrote. Firstly, there is some development occurring on our training materials. We had a productive meeting in March between Max Stevens; our hard working Operations volunteers Steve Care, Peter Thorpe and Graham Erikson; Roger Read (the originator of the current system); Martyn Cook (the latest developer) and yours truly. The on-going trial of the evolving system will continue at the Wellington Gliding Club for the next summer season, and we expect that the results will be a safe, efficient and inspiring training system for the future. In the meantime, please keep on using the familiar system, as no change will occur until GNZ is confident that the 'new' is at least as robust as the 'old'.

The Nielsen survey results will be presented at the AGM, and in the next Soaring magazine. In the meantime, thanks for being the sport that had the highest rate of response – you blitzed all the other sports. Well done.

GNZ's coaching initiative got off to an interrupted start last season. G Dale ran weekend courses in the northern and central regions, and area coaches were appointed. Thanks to those volunteers for attending, and offering to help other pilots. The southern region will get its turn next summer. In the meantime, it is clear that record keeping is as important as coaching – we need to know who needs coaching, who can do it, who is matched-up, pilot achievements, and what people are learning. Tim Bromhead is now developing an on-line facility for coaching, using the funding that we got from Sport New Zealand.

Other funding from Sport New Zealand is being used to recognise youth achievement over the summer – Silver C legs, instructor ratings and the like. The money goes to Youth Glide to help them run more camps to train more youths to reach more achievements. Well done to those who did so well at the camps and minicamps. In particular, I want to recognise Allie Thompson for being our youngest QGP. Trained by Hawkes Bay, Youth Glide in Omarama and Taupo, Allie has a completed QGP at age 14. Welcome to our fantastic sport Allie.

A neat new plan is being developed by Brian Savage of the Omarama Gliding Club. It is an on-line 'league' system to provide motivation and support for emerging cross country pilots. It will involve task setting in your local area, and allow you to learn to make the most of the soaring days (within glider availability). Again, there will be more on this at the AGM.

The big change from pilot only fees to affiliation fees for both pilots and gliders has been a success from GNZ's point of view. The load has been spread in a different way, but it has also been an opportunity to look much more closely at the New Zealand glider fleet. I have spoken to a number of owners of the less used gliders, and hope to facilitate the sale of some of these to our keener new members. Have a look at the advertisements on the GNZ website – and if you want to sell your 'parked up' glider, advertising there is free. I hope that it has not been too difficult for Treasurers, however the bulk of the work was completed by Laurie Kirkham, who sorted out which gliders were operated at which

clubs. Thanks Laurie, for your hard work on this project. I called those few glider owners who are no longer club members, which led to a couple of interesting afternoons full of reminiscences of days of old. Interestingly, fears by some commentators that this would lead to dozens of gliders being de-registered have proven to be untrue.

Congratulations to Nick Oakley and Alex McCaw who have been selected to fly in the Junior World Championships at Pociunai in Lithuania over July and August 2017. We wish you fine weather and strong thermals.

One long-term bugbear has finally been resolved with CAA. In the past, a number of motorised gliders were registered by CAA as microlights. This left them as neither fish nor fowl - operating neither under GNZ nor under the microlight organisations, and there was a big gap in the middle. After some tweaks to GNZ's documentation, microlight gliders can now be operated legally under our Part 149 Certificate. Basically, for pilots this involves using GNZ's pilot and instructor qualification system, and for maintenance the microlight system operated by RAANZ and SAC under their Part 149 certificates. Currently there are nine gliders which are registered as microlights.

At our annual meeting with CAA in March, it was conceded by CAA that club glider towing is not 'hire and reward', meaning that tug engines can be 'on-condition' again (officially this is called TBO escalation. It is good to get this cleared up for you.

If you have an aerobatic rating, you have until 30 June 2018 to convert this to the new system. See GNZ AC 2-06 on our website for full information. This came about thanks to a lot of pushing from Graham Erikson, aided by Max Stevens, as CAA conceded last year that the rule that they wrote was impractical.

It's too late to say see you at the AGM – so, it was good to see you there – and if you missed it, consider coming next year.

Karen Morgan
GNZ President