

Minutes of the pilots meeting held at the New Zealand National Gliding Championships in Omarama, 6th January 2007.

Present – B Flewett, D Dickinson, G Wills, K Morgan, T Terry, R Gaddes and 38 other pilots/organisers

Minutes of the AGM 10/6/6 were read by B Flewett and confirmed T Van Dyk/R Edwards.

General Business:

1. Qualification for entry into Nationals. Current rules require entrants to Nationals to hold Silver C and regionals experience. Several different possible entry qualifications were discussed including QGP plus 2 field landings plus endorsed by their CFI.

Motion: To qualify for entry into the New Zealand National Championships a pilot must have previous competition experience (regionals or similar). Proposed R Edwards/L Tanner. Carried.

2. Qualification for entry in Regionals. It was felt this can remain as it stands. Discussions were held about the need to have QGP but it was pointed out that a pilot must have this to fly cross-country.

3. PW5 Handicap. This was raised via email by E Devenoges – email read by B Flewett. E Devenoges felt that the PW5 handicap is too high. Performance stats for Puhatz, Twin Astir, PW6 and PW5 gliders were presented in support of this argument. E Devenoges sort a dispensation/change to the PW5/6 hindacap. Current rules state that the BGA handicaps will be used for all GNZ competitions unless special circumstances apply. Max Stevens explained that the special circumstances rule was originally intended to mean “no BGA handicap applies”.

If was felt that an important principle applied – if we change the handicap for the PW5 it says we no longer accept the BGA handicaps. Pilots were asked if this was something they wanted.

G Harrison – felt we should stick with the BGA handicaps

L Tanner – felt that to change the PW5 handicap would be to open a cap of worms

T Van Dyk – suggested sending info to BGA requesting a handicap change

B Flewett – explained that the BGA were considering making a change based on the evidence presented by E Devonoges

T Terry – as World Class Representative on the SRC he had received no request but felt we still need to keep the World Class in mind.

In summary, the feeling was to retain the BGA handicaps system and not make specific changes for particular gliders.

4. TOR for SRC. The TOR for the SRC was drawn up in May 2002. The previous focus for the SRC was developing rules for running competitions. The new TOR has two aims – competition management, and also to promote/support/encourage contest flying of all types at all levels and to facilitate raising of competitive skills. Executive is keen to see the SRC focus on the 2nd objective.

K Claffey – suggested mentoring at regionals.

G Harrison – suggests a Glide Omarama course before competition then assign a mentor.

B Walker – last Omarama Cup was run on a team basis.

G Wills – Omarama Cup team flying worked well – good mentoring- could become a feature of the Omarama Cup

W McIvor – Gavin’s courses are a good leg into first competition

J Griffen – endorses Gavin’s courses

B Flewett called for any specific ideas to be presented in writing for the SRC to follow up.

5. FLARM. B Flewett offered a vote of thanks to G Harrison for arranging the 40 units at the nationals sponsored by Aviation Co-op.

G Harrison – main motivation is safety. Can help improve scan. Would like to see all gliders in NZ competitions equipped with FLARM and would like all local Omarama operators to have FLARM. Confirmed Tekapo operators will be buying it and were proposing all commercial operations will have FLARM in Mt Cook region – wants to make Mt Cook zone FLARM compulsory via CAA.

B Walker – also good as a backup GPS.

G Dale – do now have an international standard on FLARM?

B Flewett – explained that Australia and one frequency for FLARM whilst the rest of the world had a different standard. NZ has to decide which standard in will adopt.

W McIvor – Australia is out of step with the rest of the world, may be a mistake to follow Australia.

M Stevens – OZ FLARM is compatible with Swiss FLARM.

M Cook – it’s easy to change frequencies.

D Kraak – cost is an issue. Expensive to buy FLARM on top of all other equipment now required. They should be available for hire at competitions.

G White – can FLARM be integrated into existing gear (transponder).

G Harrison – FLARM should be treated like a parachute.

M Stevens – felt we should make a strong recommendation and let peer pressure take care of the rest.

G Rogers – GNZ could loan money to clubs to purchase FLARMS

Motion – That FLARMS be made mandatory for all GNZ sanctioned contests at Omarama. Proposed G Harrison/W McIvor. Carried 32 to 7

The discussion was then widened to the MacKenzie Basin. G Harrison felt that FLARM should be carried by all gliders in the basin. Considerable discussion on this point.

Motion – The SRC will recommend to GNZ that the Executive investigate a funding model to assist clubs and individuals to obtain FLARM for use at Omarama. Proposed M Stevens/G Harrison. Carried.

6. Dropping the worst day. Bill Walker felt this should be discussed.

K Claffey – Australia doesn't do this except in some competitions in Queensland.

T Newfield – should not punish good airmanship (eg. Return to airfield due to radio failure) or if conditions are outside your experience.

G Dale – disagreed with dropping worst day as it would take us away from International rules.

L Tanner – what happens if there are only a few comp days

T Newfield – idea was to try to make it more enjoyable and have more people entering the competition

B Flewett – felt it was important that we align our rules with international standards. Felt it would fundamentally change the way we flew the competition - push harder, fly faster, take more risk with respect to landouts. Very opposed to dropping a day in National competitions. Also, what about airspace penalties and complexity of scoring.

Motion – Should drop the worst day. Proposed T Newfield/L Stephens. Lost 13 to 19

7. B Walker raised the question of the accident at the regionals – pilots were not wearing parachutes. Does this make the organisers liable. B Flewett responded that competitions rules required that all pilots must wear a parachute and that all pilots accept the limited liability of the organization.

R Edwards – had been at a competition where a pilot sat on a deployed parachute which is legal. Felt that the organization could not check that each pilot had everything in the cockpit with them. Felt that pilots could/should manage themselves. Not wearing a parachute could have brought a protest so organisers did not have to act.

8. Ops Normal Calls. G Wills proposed that ops normal calls should include the leg the pilot is flying. This will make it easier to find missing aircraft. Meeting agreed to do trials for the rest of the competition.

9. Airspace. D Kraak felt that pilots without an Ipaq had a disadvantage and that the penalty for infringing should not take effect until airspace has been breached by 6km (currently 3km). This discussion was postponed until the AGM.

Meeting closed at 12.56