

GLIDING NEW ZEALAND ANNUAL REPORT 2010



**AGM
12-13 June**

**James Cook
Hotel Grand
Chancellor**

**GLIDING NEW ZEALAND INCORPORATED
ANNUAL GENERAL MEETING 2010**

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WEEKEND PROGRAMME
GLIDING NEW ZEALAND ANNUAL GENERAL MEETING 2010

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

SATURDAY – 12 JUNE 2010

Time	Session	Chair/ Presenters
09:15 -- 10:10 am	Airworthiness meeting for GNZ Engineers	Roger Harris
10:15 -- 12:15 pm	Contest Pilots' meeting	Ross Gaddes
12:15 -- 1:30 pm	Buffet lunch	---
1:30 -- 3:15 pm	Presidents' Forum – club audits – instructor competency reviews – membership for trial flights – age definition for Juniors – Youth Glide update – club contact for membership – paper membership directory – club issues from the floor	George Rogers (chair)
3:15 -- 3:40 pm	Afternoon tea/coffee	---
3:40 -- 4:40 pm	Club Safety Briefings	Steve Care Rainer Kunнемeyer
4:40 -- 5 :10 pm	Encouraging Youth into Aviation	Dave Evans
5:15 --	Cash bar opens	
6:00 -- 6:30 pm	“Take-up Slack”	Nigel Davy
6:30 -- 7:30 pm	Cocktail food will be served, during which the Annual Awards will be presented from 7:00 pm	

SUNDAY – 13 JUNE 2010

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

GLIDING NEW ZEALAND

Annual Airworthiness Meeting – 12 June 2010 –9:15 am

Agenda

1. Daily Inspection
2. Supplemental Inspection
3. Annual Inspection
4. Inspection after gear up, heavy landing or ground-loop
5. ARA
6. Tech 22 Issue 14
7. Documentation required before maintenance can be carried out
8. Documentation; Release to Service statements
9. Acceptable Technical Data
10. Currency of Tech forms and ACs
11. Engineer training
12. This year's direction
13. Discussion

NATIONAL AIRWORTHINESS OFFICER'S ANNUAL REPORT

This report covers GNZ Airworthiness matters for the past year, and indicates direction for the coming year.

GNZ Glider Maintenance: The GNZ system for continued serviceability, ie. Supplemental Inspections for training and high utilisation, plus for those let out for hire, tend to keep the standard up for these gliders. And the Annual Inspections for all gliders of course is a requirement from the manufacturers.

I still have however, some small disappointments, which should be addressed. These are; the Supplemental Inspection requirements, and Inspections after a landing mishap. The first is detailed with the Tech-19 page, (See MOAP on the GNZ Website) and is a GNZ requirement. ***Some operators are ignoring this Supplemental Inspection, and its requirements.***

The Tech-19a, (Centre page in the Tech-log/DI book) details the GNZ Requirements in regards to inspections after landing events. It is a GNZ requirement that all landing (or takeoff) events such as ground loops, gear up landing, etc, as noted on the Tech-19a, which effectively ground the glider, must be noted in the Major Defect pages of the DI book, and can only be released to service after an inspection IAW Tech-22, section three. ***These too are often being ignored.***

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

There is a lot of skill invested in GNZ maintenance engineers, and that's great, however general knowledge of the applicable Civil Aviation Rules, and GNZ requirements, has been allowed to decline.

To address this, a two day course is being planned, to be held over a weekend in each major area, and GNZ maintenance engineers will be expected to attend if they wish to continue to hold a GNZ Approval.

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

The DI/Tech-log booklet is available from the Gliding International Book Room. Although all gliders are on an Annual Inspection, there are a number of items and instruments that are subject to a range of required inspection periods, ie. Radio, Transponder, Altimeter, ELTs, Oxygen system, parachute, etc. The operator must keep track of the dates these items require inspection, TECH08 (Record of Scheduled Maintenance), a logbook loose leaf entry, has been developed to assist with this.

Engineers Courses: Two GNZ engineer training courses have recently been completed. It is intended to continue to hold these courses as and when required. To ensure that all GNZ engineers have the opportunity to be informed of current requirements, a series of meetings is to be held through out the North and South Island. GNZ Engineers are requested to attend one of these meetings.

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

Engineers: During May, currency renewal notices were sent out to 39 GNZ Engineers who's Approval expires this June. In line with GNZ policy as defined in the MOAP, engineers must show recent currency to allow continuation of their approval.

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

Currently there are a total of 67 persons holding GNZ engineer approval, and maintaining 356 gliders. These engineers are split: Class 2 = 25, Class 3 = 26, Class 4 = 16. Of these, 12 hold a GNZ IA-G Certificate.

Aircraft: Currently there are 303 gliders, 48 powered gliders, and 5 home built gliders on the New Zealand Register, although a number of these are in storage or otherwise not in use at this time. Plus the interesting fact that a couple of gliders are registered as Micro-lights. This is due to the fact that the country of origin does not issue Type Certificates, thus the gliders in question cannot be issued with a NZ Airworthiness Certificate. Unfortunately, we have also lost a few.

Finally, there are still some GNZ Maintenance engineers who do not have access to an on-line computer. In this age this is unacceptable. It is essential that all maintenance engineers are able to stay current with all rules, Airworthiness Directives (A/Ds), and all other maintenance requirements. These are maintained at a current status on the appropriate web-site, in particular, CAA, (www.caa.govt.nz) and GNZ, (www.gliding.co.nz) E-mail is now the accepted means of communication.

Roger Harris, National Airworthiness Officer

Notes:

GLIDING NEW ZEALAND

Annual Contest Pilots' Meeting – 12 June 2010 – 10:15 am

Agenda

1. Attendance List
2. Apologies
3. Chairman's report
4. Confirmation of incoming committee
5. Minutes of previous meeting (13 June 2009)
6. Minutes from pilots' meetings at competitions
7. Matters arising
8. Remits
9. Rule changes
10. Competition venues and dates
11. Selection of pilot representatives for the representative international selection panel
12. General business

SAILPLANE RACING COMMITTEE CHAIRMAN'S ANNUAL REPORT

Last year marked the regrettable passing of possibly the greatest racing pilot NZ will ever know. World Champion, World Record Pilot, Pioneer & Gliding Legend, Ray Lynskey was a pilot of extraordinary ability and astounding achievement. The SRC wishes to pass our condolences to all of Ray's friends and family. Although Ray's legacy will surely live on, NZ has nonetheless lost an irreplaceable part of its competition history.

Another great loss to the movement came with the tragic and untimely death of Mike Dekker. The SRC would like to express our deepest sympathies to Mike's family. We will sincerely miss Mike's participation and frequent help at NZ Championships.

Competition Season: The most important development in the NZ competition scene during the past year was the National Championships hosted by the Taupo Gliding Club at Centennial Park in February. It was the first time that the event has been held in Taupo, and not only was the change of venue refreshing for most competitors, but it was even enough to attract a handful of South Island pilots who had not crossed the Straight for several seasons. Despite losing one week due to poor weather, 6 days of racing occurred and people generally went home enthusiastic about the venue. It is safe to say that NZ now has another premier competition site. One very important feature of the Taupo Nationals was a successful negotiation of access to significant areas of Airspace, which greatly increased tasking options. A great deal of thanks are due to Thomas Anderson, Trev Terry, and the rest of the Taupo team for their tremendous work in organizing and hosting the event. Also to Roy Edwards for his excellent direction that ensured another smooth competition.

With long periods of poor and difficult weather disrupting the soaring summer, it is unsurprising that some of our competitions were badly affected. Unfortunately, the Northern Region Championships were virtually wiped out and only managed one race day - insufficient to declare the winners as champions. The Central Districts Championships suffered similarly. One notable exception was the South Island Regional Championships, which were highly successful with six superb race days. It is also pleasing to note the continued success of other competitions that are not under the immediate management of the SRC. I would like to express my sincere thanks to all the volunteers that help make our championship and racing events possible, and to all competition pilots for being patient with the weather.

International Matters: On the international front, Ben Flewett achieved a very admirable 2nd place in the 2009 British Standard Class Nationals, while George Wills won the 2009 French Two-Seater Nationals flying with his friend and teammate, Markus Lewandowski of Austria. Closer to home, Chris Richards contested the Tasman Trophy at the Australian Multi-Class Nationals in Waikerie. Unfortunately, Chris was beaten by his rival, and Australia has retained the trophy for yet another year. On a positive note, Dane Dickinson placed 3rd in the Australian Junior Nationals at Narromine and became the first NZ pilot to win the Junior variant Trans-Tasman Trophy. This coming season should see the Tasman Trophy contested at the Nationals in Omarama and promises to be an exciting “competition within a competition”.

This year the World Gliding Championships will be held in Prievidza, Slovakia, and Szeged, Hungary. John Coutts is returning to international racing and will represent NZ in the 18M class, while Dane Dickinson will fly for NZ in both the Standard and 15M classes. Unfortunately, Ben Flewett has withdrawn from the NZ Team for the 2010 championships for personal reasons.

In terms of international administration, the International Gliding Commission (IGC) is currently in the process of making numerous decisions likely to have substantial effects on the future of the international sport. While making progress with commercial media involvement in Grand Prix competitions (with a successful 3rd World Sailplane GP Final in Santiago earlier this year), the IGC has no clear plan for the future of World Championship events. Not only is the IGC introducing a controversial and ill-conceived selection (rather than qualification) process for World events, it is also looking to introduce unrestricted 20m Two-Seater and 13.5m classes, possibly bringing the total number of “world champions” to 14. If this trend continues, it is unlikely that future World gliding events will hold any notable prestige or importance. What is even more unsettling however, is the complete lack of pilot consultation (or recent competition experience) on which the IGC currently operates. I have long been a supporter of aligning NZ’s competition programme to international trends, however, given the ignorant attitudes within the IGC and the ineptitude of its decision making, NZ may face hard choices on whether to adopt IGC prescriptions in the future.

Promotion & Competition Development: In an effort to better fulfill our secondary objective of competition promotion, the SRC (in conjunction with the Exec.) has recently initiated the GNZ First Competition Award – an award given to all new Silver Distance recipients entitling them to free entry and \$100 towards launching costs at a Regional Championships. Designed to promote Badge flights and bring early cross-country pilots into the competition environment, there have been 14 awards so far, but only one pilot has

managed to uptake the offer and fly a competition. However, we anticipate there will be greater interest this coming season given the extra time for competition planning.

To better understand pilot sentiment and increase correspondence, the SRC also has begun using simple internet-based surveys to ascertain pilot opinions on various matters. These surveys have thus far proved invaluable and will be regularly used in the future.

Last season saw a major revision in the competition rules with regard to the management of pilot access to controlled and restricted Airspaces during competitions. I believe the new rules are functioning well and should prove robust enough to handle all matters pertaining to Airspace for many seasons to come.

Turnpoints have increasingly become a topical issue in recent seasons with many pilots requesting that the SRC takes a governing role in reviewing turnpoints and managing a national database. I must reiterate the reluctance of the SRC to take on any such role in these matters as turnpoints have always been, and should remain, the business of competition organizers. However, given the strong pilot lobbying on this issue, the SRC has taken steps to arrange a review of the Omarama database. A small committee led by Gavin Wills will evaluate the current Omarama turnpoints and make suitable amendments in time for next season. Regarding the broader issue of a national database, the SRC has asked Phil Plane to act as NZ's official curator of a "national register" for competition turnpoints. With his kind acceptance of this role, the possibility of a single nationwide database now rests under Phil's expert stewardship.

This year the Competition Pilots Ranking List has been overhauled and completely reconstructed based upon the coveted BGA ranking system. The ranking list is approaching completion and should be published, together with details of the formulae used, in the coming weeks. I would like to make particular mention of Maurice Weaver for his exceptional effort in producing the excellent system.

Unfortunately, aside from writing a brief summary of the task, the SRC has made little progress on creating a sophisticated Pilot Development & Funding Programme. This is an item that will require an extensive and concerted amount of work from the foremost expert competition pilots, instructors, and sponsorship seekers within the movement. The incoming SRC will probably need to address the matter from a standpoint of coordination rather than attempting the task alone. I would like to openly ask anyone who believes that they could substantially help with this issue to please volunteer themselves to the Exec. / SRC.

Possible changes to Championships Format: The most discussed issue relating to glider racing in the past year was the Club Class. The SRC feels strongly that fostering the class is important for the future of sport. Club class competitions are immensely popular overseas and the SRC has investigated ways of bringing the same enthusiasm to NZ. Following significant research and discussion, the SRC has produced a detailed proposal for creating a club class championship separate from the National Championships. The proposal will be presented in full as a Remit during the Pilots' Meeting at this year's AGM. The SRC hopes that in isolating the class and allowing unrestricted entry, many pilots will participate in the club class event as well as their usual ballasted class. The intention is also to develop the class as a forum for experienced pilots to mentor & encourage newer pilots. Additionally, by alternating a separate club class

championship between the North & South Islands (in opposition to the normal nationals), this will allow a major national competition to occur in each Island every year.

Safety: While there were no serious competition related accidents in the past season, there were several events that have led to greater GNZ and CAA scrutiny of our current racing practices. In recent years, both competition pilots and the SRC have made significant moves to mitigate the risk of mid-air collisions, and establish more effective SAR procedures at our Championships. However, NZ's high gliding accident rate, together with several incidents relating to outlanding decision-making and "goal mentality", potentially indicates that our "risk management" skills may need re-examining. The SRC would like to remind all pilots that safe aviation practices remain the first priority at all times when competition or goal flying. Sailplane racing is an activity that occurs within the framework of the MOAP and CAA Rules, and competition is not an excuse for unsafe flying or excessive risk. Safety is the primary consideration in all decisions taken by the SRC, and the incoming committee will need to confront the issues raised by GNZ and the CAA.

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

Dane Dickinson, Chairman Sailplane Racing Committee

Minutes of the Annual Pilots' Meeting 13 June 2009

The meeting commenced at 10:30 am.

Present:

SRC Representatives: D Dickinson (acting chair), V Ruddick, E Devenoges

Members: B Hunter, M Stevens, R Gore, T Jones, K Morgan, R Pryde, T van Dyk, G White, G Rogers, D Hamilton, I Evans, G Harrison, N Davy, T Hardwick-Smith, R van der Wal, T Bromhead, S Care, E Gosse, T Terry, R Gore, G Jarden, P Thorpe, D Davidson, C Mc Grath, M Jones, R Harris, T Passmore, S Griffin, J Griffin, J Wilkinson, P Plane, A Bertucchi.

Apologies:

R Gaddes, W Dickinson, B Flewett, M Dekker.

Chairman's Report:

Ross Gaddes annual report was taken as read and accepted – T Van Dyk / T Terry.

Incoming Committee:

Election of new representatives as per email vote of B Hunter, R Gaddes, D Dickinson were announced and the succeeding committee confirmed as: D Dickinson, B Flewett, R Gaddes, V Ruddick, B Hunter, E Devenoges.

Prior Minutes:

Minutes of the previous annual pilots meeting on 14 June 2008 were taken as read and confirmed – G Harrison / T Van Dyk

Minutes of the pilots meet at Omarama on 22 November 2008 (during South Island Championships) were read and confirmed - K Morgan / D Dickinson

Minutes of the pilots' meeting at Matamata on 5 December 2008 (during Northern Region Championships) were read and confirmed – T van Dyk / E. Devenoges

Minutes of the pilots' meeting at Omarama on 16 January 2009 (during Multi Class National Championships) were read and confirmed – E Gosse / B Hunter

Matters Arising from the Prior Minutes:

1. Entries

That a rule be made requiring pilots-in-command competing at contests to be entered before the commencement of the contest

Suggested rule:

1.3.6 Amendments to entries shall not be permitted after the first contest launch of the first contest day.

Motion: That the suggested rule be adopted – B Hunter / I Evans CARRIED (14 – 8)

2. Airspace

Suggested amendments to how access to controlled airspace is managed during competitions:

3.9 CONTEST GNSS DATA & AIRSPACE FILES

3.9.2 At least two weeks before the contest begins the Organisers shall publish on the GNZ internet web site an airspace data file that will be used for scoring purposes. The Organisers may update and re-issue this airspace scoring file during the course of the contest.

3.9.3 The airspace scoring file shall be published in Tim Newport-Peace (.sua) format. Organisers may only publish the airspace scoring file in an alternative data format with explicit permission from the Sailplane Racing Committee.

3.6 AIRSPACE

3.6.3 The Organisers shall publish on a daily basis, details of controlled airspace available to contest pilots together with any conditions of entry, including whether clearances must be sought.

3.6.4 Airspace penalties shall only be applied for infringements of controlled airspace contained in the published airspace scoring file (see rule 3.9.2). This does not relieve pilots-in-command of their responsibility to comply with CAA airspace regulations at all times.

Motion: That the proposed rule amendments be adopted – D Dickinson / G Harrison UNANIMOUSLY CARRIED (18-0)

Suggested amendment to penalties for airspace infringements:

For $d \leq 3$ km horizontally – 25 Pts

For $d > 3$ km horizontally and $d \leq 500$ ft vertically – 25 Pts

For $d > 3$ km horizontally and $d > 500$ ft vertically – scored as outlanded at point of

infringement

Where d = maximum distance of penetration from nearest boundary of airspace

There was light discussion surrounding the severity of the penalties infringements - 100pts was also suggested.

Motion: That the suggested amendment on infringements into airspace be adopted – D Dickinson / T Passmore CARRIED (15-4)

Remits:

No formal remits were received over the previous year.

Selection of pilot representatives for the International Representative Selection Panel:

As outlined in the MOAP 1-8-2(.1c), a call for nominations was met with M Stevens / T Terry as candidates.

It was moved that these candidates be accepted – T Van Dyk / D Dickinson

These elected representatives will sit on the selection panel in calendar year 2010.

Competition Dates:

The contest dates for upcoming seasons were displayed and to be published on the GNZ website. These dates were accepted – D Dickinson / V Ruddick

General Business:

1. World Class

E Devenoges requested that the world class be reinstated as a recognized class within NZ competition structure.

Motion: That the World class be reinstated as a recognized class – E Devenoges / T Bromhead CARRIED (6 – 3).

2. Website Airspace Log

T Bromhead demonstrated a new airspace log that he had developed and which is soon to be added to GNZ website for use by all pilots, members present found the proposed log file a positive step in the right direction.

3. Speeding up future meetings

R Gore proposed that in future meetings the reading of all the previous contest minutes be limited, he found a lot time is used up within this process. R Gore proposed that previous minutes be either emailed to SRC members or made available on the GNZ website.

SRC to investigate.

4. Contest Director / Scorer training

D Davidson asked the floor about contest directing and scoring as he felt that there currently is a lack of training in these areas. D Dickinson confirmed that there is currently a contest director's kit available, but there wasn't one for the scoring.

SRC to investigate further and to check the currencies of the contest director's kit.

The meeting closed at 12:24 pm.

The Sailplane Racing Committee proposes the following remit to the Contest Pilots' meeting:

That the Club Class Championships be restructured as follows:

1. *The Club Class National Championships be disassociated from the Multi-class National Championships and be held each year in that Island not hosting Multi-class National Championships. The duration of the Championships is suggested to not exceed 9 days.*
2. *Entry to the Club Class is unrestricted, but the Club Class Champion will be the highest place entrant flying a glider that conforms to FAI-IGC Club Class requirements (in being listed on the IGC Club Class Handicap List). Those gliders not conforming to FAI-IGC requirements will be scored but are ineligible for Club Class prizes or trophies.*
3. *Handicapping will be based on the GNZ Handicap Register.*
4. *Gliders in the Club Class will not be permitted to carry any ballast that may be jettisoned in flight, nor any fixed ballast in excess of that necessary to maintain the centre of gravity within Flight Manual limits.*
5. *Motorgliders participating in the Club Class will incur a 0.02 point handicap increase.*
6. *The Club Class will be exempted from the part of Rule 4.2.1 that requires no more than 2/3 of tasks be of a single type.*
7. *The Club Class will be exempted from Rule 4.15.5 and the associated penalty.*

Notes:

GLIDING NEW ZEALAND
Annual Meeting – 13 June 2010 – 9:30 am
Agenda

1. Apologies
2. Establishment of proxies
3. Matters Arising from minutes of the annual meeting 14 June 2009
4. Adoption of President's Annual Report
5. Adoption of financial statements for the year ended 31 March 2010
6. Adoption of Annual Reports of officers, committee chairs and trusts
7. Consideration of remits
8. Approval of budget for 2010-2011
9. Fixing of entrance fees and subscriptions for 2010-2011
10. Annual Group membership
11. Elections (nominees in brackets)

President	(Nigel Davy)
Vice President	(Karen Morgan)
Two Executive Members	(Ralph Gore, David Jensen)
12. Appointment of Auditor
13. Date and venue of the next annual meeting (12 June 2011)
14. Closure

GLIDING NEW ZEALAND INC
Minutes of the Annual Meeting Held at the James Cook Grand
Chancellor Hotel, Wellington, Sunday 14 June 2009
Commencing at 0930h

The President opened the meeting to order by requesting those present to stand and observe a moment of silence in honour of friends and colleagues lost in the previous year.

PRESENT:

Mr G G Rogers (President) presided over an attendance of 36 from the following members:

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

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

Proxies: Mr P Plane was admitted as the proxy delegate for Glide Omarama, on the motion of Canterbury, seconded by Piako, **carried**.

APOLOGIES:

Apologies for unavoidable absence were accepted from the following:

Mr M Dekker (Executive Committee)
Mr T Mollard (Chairman Airspace Committee)
Mr S Tollestrup (National Publicity Coordinator)
Mr B Chesterman (Northern Area ROO)
Mr R Boss (Nelson Lakes)
Mr W Fisk (Gliding Hutt Valley)

MINUTES:

It was noted that the minutes of the Annual Meeting held on 15 June 2008 had been adopted as a true and correct record and signed by the Chairman at the Executive meeting on 1 November 2008.

Tauranga asked for it be noted that the 2008 remit put forward with regard to training syllabus checklists did not in fact have the approval of the Tauranga committee, although this had not been stated at the time the remit was considered.

PRESIDENT'S REPORT:

In noting his appreciation to all members of the Executive, officers and committees for their contributions to the sport, Mr Rogers reminded delegates of the need for their continuing support in finding the appropriate people for key roles.

Airspace issues continued to demand significant attention during the year, with some success. There was however a holdup within CAA with regard to the promised development of a national airspace policy.

The year had seen a move to a "commercial relationship" for the maintenance of the GNZ web site, which would also enable members to access certain elements of the membership database on line.

Concern was expressed at recent accidents involving two seat gliders on instructional flights, but it was too early to draw conclusions about contributory factors. In the meantime, clubs were exhorted to ensure their instructors were current in terms of the MOAP.

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

STATEMENT OF ACCOUNTS FOR 2007-2008 FY:

The accounts showed a surplus of \$1,818 as compared with a surplus of \$13,983 for the previous year.

On the motion of Clutha Valley, seconded by Hawkes Bay, the accounts were **adopted**.

REPORTS OF COMMITTEES:

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

Additional comments were made as follows:

Airspace:

Mr K Bethwaite, a member of the Airspace Committee, advised delegates that the implementation of Performance Based Navigation by Airways was likely to reduce the amount of controlled airspace, giving greater access for general aviation. He stressed the importance of the proposed web based facility for logging airways clearances. Gliding Hutt Valley requested that efforts be made to restore the southern Wairarapa General Aviation Areas.

Central Register:

Delegates discussed the need for a hard-copy biennial "soaring directory", with a consensus emerging that such a document was extremely useful, but if the cost would be in the region of \$20, as expected, it could not be justified as a compulsory purchase by all members. It was agreed that a costing should be obtained for a much reduced version of the traditional directory before any decision could be made on the matter. Meanwhile, a hard-copy list of all current members should be sent to club secretaries.

PROPOSED ALTERATION OF RULES:

Although the proposals had been circulated before the Rule 44 deadline of three weeks notice, one delegate expressed the opinion that this was insufficient time for members to give them appropriate consideration.

In response, it was agreed that the full details of the rule changes, which were not controversial in nature, should remain on the GNZ web site for a period and be drawn to the attention of the membership at large via the official magazine. In so doing, the Executive would invite any suggestions for further change by way of remit at the 2010 annual meeting.

On the motion of the Executive, seconded by Hawkes Bay, the proposals en bloc were then put to the vote and **adopted** unanimously by a show of hands.

REMITTS:

1. Executive Committee

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

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

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

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

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

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

On the motion of the Executive, seconded by Canterbury, the remit was put to the meeting and **carried** unanimously.

2. Tauranga Gliding Club

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

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

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

3. South Canterbury Gliding Club

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

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

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

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

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

On the motion of the South Canterbury, seconded by Wairarapa, the remit was put to the meeting and **carried** unanimously.

CALENDAR OF FLYING EVENTS:

The meeting approved the following dates for sanctioned competitions:
Executive/Omarama Soaring Centre

Year	Event	Site	Practice Day	First Day	Last Day
2009	Central Plateau Soaring	Taupo	31 October	1 November	8 November
	South Island Regionals	Omarama	14 November	15 November	21 November
	Northern Regionals	Matamata	28 November	29 November	5 December
2010	Omarama Cup	Omarama	2 January	3 January	9 January
	National Championships (all classes)	Taupo	14 February	15 February	26 February
	Central Districts	Masterton	16 January	17 January	23 January
	South Island Regionals	Omarama	13 November	14 November	20 November

The need for AGM approval of competition dates was questioned from the floor. The Executive undertook to consider the matter.

ANNUAL GROUP MEMBERSHIP:

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

Executive/Canterbury **Carried**

BUDGET:

Budgeted income for the year amounted to \$99,850, mainly from affiliation fees of \$77,500 including \$6,000 income from additional members joining during the year and \$7,000 in fees from Commercial affiliates.

Expenditure was budgeted at \$108,635, resulting in a projected deficit of \$8,785.

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

It was suggested that in future the budget should be placed in the agenda directly after the statement of accounts. A column showing actual expenditure against budget should also be added. A show of hands indicated strong support for these suggestions.

AFFILIATION FEES:

On the motion of the Executive, seconded by Nelson, it was proposed that the annual subscriptions and entrance fees for 2009-2010 be set at the same amounts as for the previous financial year, except that for the Air Training Corps Association of NZ, which shall pay a subscription of \$450 (GST inclusive).

Executive/Hawkes Bay **Carried**

ELECTION of ONE EXECUTIVE COMMITTEE MEMBER:

The member completing his two-year term was Mr T H L Davies. One nomination had been received, which was for the re-election of Mr Davies.

Wellington/Clutha Valley

With acclamation, Mr Davies was **declared elected** for a further term of two years.

CONFIRMATION OF APPOINTMENTS:

It was resolved that the following appointments be confirmed: Executive/South Canterbury

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

It was resolved the following be confirmed in their respective roles:
Executive/South Canterbury

Quality Manager	R J Taylor
Central Register Manager	J M Wilkinson/G M Wills
National Operations Officer	M Dekker
National Airworthiness Officer	R J Harris
Awards Officer	E G Devenoges
Chairman Airspace Committee	T D Mollard
Chairman Sailplane Racing Committee	D Dickinson
National Publicity Coordinator	N Reekie
Webmaster	G W Wills
Medical Adviser	Dr G Robinson

COMMITTEES:

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

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

GENERAL BUSINESS

None.

2010 ANNUAL MEETING:

It was agreed that the next meeting be held in Wellington on 13 June 2010.

The President declared the meeting closed at 12:07 pm.

Read and adopted as a true and correct record this 22nd day of August 2009.



Chairman

AWARDS AND TROPHIES – 2009:

- | | |
|------------------------------|---|
| Angus Rosebowl | Mr Jerry O'Neill, Canterbury |
| Friendship Cup | Mr Stephen Tollestrup, Auckland Aviation Sports |
| CWF Hamilton Trophy | Ms Jenny Wilkinson, Canterbury |
| AirNZ Soaring Award | Mr John Ahearn, Canterbury |
| AirNZ Cross Country – Open | Ms Jenny Wilkinson, Canterbury |
| AirNZ Cross Country – Sports | Mr Maurice Weaver, Tauranga |
| Buckland Soaring Award – NI | Mr Dane Dickinson, Wellington |
| Buckland Soaring Award – SI | Mr Max Stevens, Wellington |
| Rothmans Challenge Gold Cup | Ms Jenny Wilkinson, Canterbury. |

PRESIDENT'S ANNUAL REPORT

Our Loss: In December we experienced the sad loss of Mike Dekker, a member of the Executive and our National Operations Officer. Mike's loss was a major blow to his family and all who knew him. Mike had been making a sterling contribution in both the roles he had with us and is sorely missed.

Appreciations: Ralph Gore completes another two year term on the Executive. Ralph brings a wealth of expertise and clearly makes a significant contribution to our movement at the Executive and in the Airspace Committee.

Nigel Davy completes a term as Vice-President and we are most gratified that Nigel has accepted nomination for the President's position.

The Executive rely heavily on our Executive Officer, Max Stevens, for ensuring the Executive can function effectively, our relations with the CAA in particular are positive, and for the wealth of knowledge and management expertise he brings to the Executive.

Welcome: The Executive moved to appoint Karen Morgan to fill the Executive vacancy. Karen brings grass roots and professional accounting/auditing experience, which is valuable to the Executive, and has agreed to accept nomination for the Vice-President role for the next term.

Treasurer: Bruce Cunningham has been an institution as our Treasurer for over 44 years. Bruce has an obvious wealth of knowledge about our affairs which has contributed to the effectiveness of the Executive for decades. In discussion between the Executive and Bruce it has been agreed that Bruce will relinquish the role over the coming weeks. The Executive have appointed Laurie Kirkham, well known in the South Island gliding circles, to the role.

While Bruce was "contracted" as Treasurer it is clear that he behaved more as an extremely dedicated volunteer, contributing far in excess of the requirements of the role. In this he was greatly supported by his late wife Betty whom he sadly lost last year.

The Executive and the movement as a whole owe Bruce a great vote of thanks for the contribution made since the mid- 1960's. A heartfelt thank you, Bruce.

People Resources: In previous President's Reports I mentioned the problem in finding volunteers to take key roles. In February we asked all members to assist in identifying candidates for Executive and Operations Officer roles. Unfortunately this did not lead to identifying potential candidates.

Clearly, there are competing demands between needs at member clubs for officials and at the national executive or committee people from, what is at best, a static membership base. The Executive has to consider alternatives for ensuring key roles and outcomes are covered. The alternatives may well have cost consequences.

Our Part 149 Certification invokes quite clear requirements which we have to meet if we are to retain the credibility to manage gliding over the long term. We must have the people resources to do the job.

The Committee structure we have allows us to meet requirements, but this regime becomes at risk if we are unable to fill key roles. These risks will challenge the incoming Executive.

On a more positive front, we all owe real gratitude to those who do achieve in national or regional roles.

While not wishing to single out particular people for mention, it is appropriate this year to mention the contribution of Brian Chesterman in the Northern Region Operations Officer role. Brian has now passed the role to Steve Care, but remains in a support role. Brian has worked positively with Clubs over a considerable number of years, has lead the well regarded annual Instructors course, and made a major contribution to the Operations Team. The Executive extends great thanks to Brian for his contribution.

Ross Taylor has been our Quality Manager for a number of years, and this year the role passes to Peter Thorpe. The QM role is crucial to our certification and we have all benefited from Ross's excellent work. Many thanks for your contribution Ross.

Congratulations: It gives pleasure to record the award of international gliding's highest recognition, the Lilienthal Medal, to Ross Macintyre. The award was made by the IGC in March 2010. While the award was directed towards Ross's contribution to the development and maintenance of the gliding Sporting Code, his valuable work in representing NZ in IGC was also a factor.

Gliding Organisation Certification: During the year GNZ was successful in gaining renewal of the CAR Part 149 certification as a "Gliding Organisation". This allows GNZ to continue to manage gliding in NZ. The certificate is for 5 years. A successful outcome from a quite complex process.

The recertification involved the review of the underpinning Exposition and our MOAP and the revision of some Advisory Circulars. The work required was time consuming and increased costs. This cycle of effort and cost can be expected each 5 years.

An area where we must improve performance is in our internal audit systems, particularly in the timeliness of audits and clearance of findings or defects. The Executive has decided to require member Clubs and Commercial Organisations to ensure they have had an audit within the previous two years.

Trusts: During the year Dick Georgeson, settled a Trust aimed at supporting the development of wave flying and soaring skills. This is a most generous act on Dick's part.

The Pryde Trust was also renewed during the year.

Airworthiness: Roger Harris continues to provide invaluable support as National Airworthiness Officer.

Airworthiness is another area critical to the "self management" regime we have for gliding. Maintenance practices demanded some attention at Executive level following from some perceived failures which risked serious consequences. GNZ has a need to ensure maintenance operatives, authorised by GNZ, understand their privileges and meet the standards required. We will see a regime of spot checks of providers in the coming year.

Strategic Directions: The Executive has continued to be frustrated in clarifying options to develop the movement in the directions identified in strategic discussions, including those at Matamata in 2006. Key amongst the preferred directions is the opportunity to move, without debate or uncertainty, in the sort of directions other countries such as the UK and Australia have, where "staff instructors" offer another option to deliver quality instruction to students. We have three "petitions" with CAA for Rule amendments that will help, but it is unclear when they will get to active consideration.

Safety: The Executive and Operations Team acted on concerns at the trend seeing considerably more serious accidents. This trend simply must be reversed. Discussions with CAA confirmed their concerns and ours were aligned and we agreed on priorities for attention. Initiatives are underway to address these priorities.

Membership Subscriptions (Affiliation Fees): The year saw a material financial deficit. It is clear that affiliation fees, which have remained unaltered since 2005, will need to increase.

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

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

George Rogers, President

GNZ Office Holders & Committees 2009-2010

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

GLIDING NEW ZEALAND INC
INCOME STATEMENT
For the year ended 31 March 2010

		Allocation of income items to internal funds									
Total 2009	Total 2010	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		Tasman Trophy 2010	2009
		2009	2010	2009	2010	2009	2010	2009	2010		
INCOME											
74,064	69,565	64,266	68,203			5,299	5,861				
4,000	4,000	1,000	4,000						3,000		
16,800	16,800	16,800	16,800								
11,114	6,805	1,695	2,775	5,084	8,324		26	15			
4,059	3,659						3,659	4,059			
301	745	745	301								
702	533	533	702								
	\$102,107	\$85,039	\$92,781	\$5,084	\$8,324	\$8,984	\$9,935	\$3,000			

The accompanying notes form part of the financial statements

These financial statements are subject to audit

GLIDING NEW ZEALAND INC
INCOME STATEMENT For the year ended 31 March 2010 (Continued)

	Total 2009	Allocation of expense items to internal funds											
		GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		Tasman Trophy			
		2010	2009	2010	2009	2010	2009	2010	2009	2010	2009		
EXPENDITURE													
25,850 Executive Officer's remuneration	38,070	25,850											
11,000 Treasurer's remuneration	11,000	11,000											
7,407 Executive's travelling expenses	9,648	7,407											
5,500 Amortisation of website development costs	5,500	5,500											
5,000 Airworthiness Committee	4,000	5,000											
3,688 World Champs entry fees	3,847	6,950											
3,634 AGM expenses	3,634	3,688											
1,953 Contributions to clubs organising training courses	3,263							3,263	1,953				
1,999 Publicity Officer's expenses	3,000									3,000	1,999		
- Promotional advertising	3,000									3,000			
4,154 Concessions granted to Youth	2,821	3,798											
3,061 Communications	2,751	3,061									356		
2,500 National Membership Register	2,500	2,500											
14,036 Operations Officers' expenses	2,490	14,036											
1,205 Publications	2,020	1,205											
1,938 FAI affiliation fees	1,532	1,938											
- Awards Officer's expenses	1,500												
1,979 General expenses	1,314	1,979											
4,042 IGC representation	1,237	4,042											
1,293 Insurance	1,205	1,293											
- Airspace Committee expenses	1,188												
1,089 Subscriptions	1,001	1,089											
- Promotional copies of "Soaring NZ"	765									765			
576 Annual report	600	576											
- Civil Aviation charges	473												
822 Telecom 0800 charges	219									219	822		
- FAI awards	177									177			
499 Depreciation	3	499											
2,181 Sundry promotional expenses	-										2,181		
500 Advertising for GNZ positions	-	500											
109,222	108,758	94,961	3,847	6,950	7,161	5,358	3,263	1,953	-	-			
EXCESS/(DEFICIT) OF INCOME OVER EXPENDITURE	(\$6,651)	(\$2,180)	\$1,237	\$1,374	\$1,823	\$4,577	(\$263)	(\$1,953)	-	-			

The accompanying notes form part of the financial statements

These financial statements are subject to audit

GLIDING NEW ZEALAND INC
STATEMENT OF MOVEMENTS IN EQUITY For the year ended 31 March 2010

		Allocation of income and expense items to internal funds															
Total 2009	Total 2010	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		Tasman Trophy		World Champ Fund		Operations Officers Fund		Special Fund	
		2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009
189,893	191,711	112,400	115,374	14,709	13,335	8,562	3,985	3,662	5,615	6,605	5,605	34,673	34,673	11,100	11,100	-	206
1,818	(6,651)	(9,448)	(2,180)	1,237	1,374	1,823	4,577	(263)	(1,953)								
-	-	(1,000)	(1,000)							1,000	1,000						(206)
<u>\$191,711</u>	<u>\$185,060</u>	<u>\$101,952</u>	<u>\$112,400</u>	<u>\$15,946</u>	<u>\$14,709</u>	<u>\$10,385</u>	<u>\$8,562</u>	<u>\$3,399</u>	<u>\$3,662</u>	<u>\$7,605</u>	<u>\$6,605</u>	<u>\$34,673</u>	<u>\$34,673</u>	<u>\$11,100</u>	<u>\$11,100</u>	<u>-</u>	<u>-</u>

BALANCE SHEET as at 31 March 2010

		Total 2009	Total 2010
Accumulated funds		<u>\$191,711</u>	<u>\$185,060</u>
Represented by:			
Current assets			
	BNZ - Current accounts	30,876	
	BNZ - Short term deposits	169,414	
	Sundry debtors	9,792	
	Stocks of badges, ropes etc	3,495	
		<u>204,553</u>	<u>213,577</u>
Fixed Assets			
	Equipment at cost less		
	3 depreciation	-	
	Intangible assets		
	Website development costs		
	less amortisation	3,300	
		<u>213,356</u>	<u>216,877</u>
Total assets			
	Less Current Liabilities		
	Sundry creditors	27,617	
	SPARC prepayment (Note 2)	4,200	
		<u>31,817</u>	<u>31,817</u>
	Net assets	<u>\$191,711</u>	<u>\$185,060</u>

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
T H L Davies

16 May 2010

The accompanying notes form part of the financial statements

These financial statements are subject to audit

GLIDING NEW ZEALAND INC
NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2010

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 historic cost basis are followed by Gliding New Zealand.

Changes in accounting policies

There have been no changes in accounting policies in the year to 31 March 2010.

Differential reporting

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

Stocks

All stocks of badges, ropes etc are valued at the lower of cost and net realisable value. Cost is calculated on the first-in-first-out basis.

Website development costs

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

Sundry debtors

Sundry debtors are stated at their estimated realisable value after writing off any debts considered uncollectible.

NOTE 2 – SPARC PREPAYMENT

A sum of \$4,200 (2009 - \$4,200) received in respect of the three months to 30 June 2010 has been held over until the 2010/11 year.

NOTE 3 – CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

There are no capital commitments or contingent liabilities as at 31 March 2010 (2009-Nil).

NOTE 4 – EXECUTIVE OFFICER'S TIME

Considerable extra time was required of the Executive Officer this year, and an analysis of his extra time is presented by way of explanation:

Renewal of GNZ's CAR Part 149 certification, including the associated Exposition and MOAP amendments	\$4,000
Membership directory collation, printing and despatch (as requested at the 2009 AGM)	\$1,600
Extraordinary additional time arising from:	
- New arrangements for managing GNZ's Membership Register, including the resolution of many errors from the old register	\$8,000
- Research & analysis in support of the Operations Committee	
- Support to the NAO re performance of some engineers	
- Support to the Awards Officer re qualification of Official Observers	
	<u>\$13,600</u>

GLIDING NEW ZEALAND LOAN FUND TRUST

FINANCIAL STATEMENTS for the year ended 31 March 2010

INCOME STATEMENT for the year ended 31 March 2010

2009		
	Income	
6,828	Interest from loans to Clubs	8,776
15,956	Interest from bank deposits	8,358
22,784		17,134
	Expenses	
-		-
22,784	Surplus for the year	17,134
	Accumulated funds brought forward from prior year	363,510
340,726		363,510
\$363,510	Accumulated funds carried forward	\$380,644

Notes to the financial statements

Accounting policies

The financial statements of the Gliding New Zealand Loan Fund Trust have been prepared in accordance with financial reporting standards applicable in New Zealand and generally accepted accounting practice. The accounting principles recognised as appropriate for the measurement and reporting of financial performance and financial position on an historical cost basis are followed by the Trust.

There have been no changes to accounting policies in the year to 31 March 2010

BALANCE SHEET as at 31 March 2010

2009		
	Loans to Clubs	
42,400	Omarama Gliding Club	31,800
25,000	Nelson Gliding Club	20,000
10,000	Taupo Gliding Club	80,000
40,000	Tauranga Gliding Club	20,000
-	Wanganui-Manawatu Gliding Club	70,000
117,400		221,800
	Other assets	
8,021	BNZ current account	15,169
233,828	BNZ term deposit	141,343
4,261	Accrued bank interest	2,332
363,510	Total assets	380,644
	Less Liabilities	
-		-
\$363,510	Net assets and accumulated funds	\$380,644

Specific accounting policy

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

Loans

Loans are stated at their estimated realisable value after due allowance, if required, for amounts considered uncollectible.

Signed on behalf of the Trustees

T H L Davies

16 May 2010

These financial statements are subject to audit

GLIDING NEW ZEALAND LOAN FUND

This Fund, which is also known as the Rothmans Loan Fund, was set up in 1963 by a series of generous contributions totalling £10,000 by Rothmans, initiated by Ken Simich, Rothmans managing director, who flew with the Auckland Gliding Club for a number of years. The Fund is for lending to gliding clubs to invest in capital assets, typically gliders, although sometimes tug engines and hangars, and over the years its assets have grown to \$380,000. It is gratifying to note that no borrower has ever defaulted on a loan.

The Fund has been administered by the Executive, and its financial statements are presented along with those of GNZ. The auditors recently questioned whether the Fund should be consolidated into the financial statements of GNZ itself as it was fully under the control of the National Executive. The Executive persuaded the auditors that although control of the Fund lay with the Executive, in reality it was regarded as a separate trust fund and not part of GNZ's general funds. The affairs of the Fund are dealt with at meetings distinguished from those of GNZ's Executive, and when considering the Fund's operations the Executive members formally do so as trustees of the Fund.

The auditors' query started the Executive thinking further about the structure of the Fund. It is regarded as a separate trust but there is no formal trust deed in existence. This is not fatal to regarding the Fund as a separate trust, as whether or not a trust exists can be judged on other factors, such as how it is seen, administered and reported, but having a formal written trust deed is certainly highly desirable in countering any arguments over the true nature and ownership of the Fund.

In earlier times this informality would not have mattered much, but more recently actions have been brought against sporting organisations to find them liable, and officers criminally liable, for incidents at events with which the organisations were associated in some way. In GNZ's case, while no actions have been brought, it is conceivable that should some incident occur during a competition which causes serious loss to some party, GNZ could be joined in an action for damages. Indeed, some years ago, a competition pilot brought down power lines which resulted in a major industrial complex being forced to close down for a day or so. Fortunately the owners did not seek recovery of their losses, but the same generous attitude cannot be relied upon should there be a future mishap. Someone seeking to recover losses from GNZ might look at the Loan Fund and view it as something from which to get a recovery, and decide that the true nature of the Loan Fund was worth a challenge.

With this potential issue in mind the Executive would like the membership to consider a move to place the Loan Fund into a formally designated trust of its own so that it cannot be a target for persons seeking damages from GNZ for whatever reason. The intention is solely to protect it against potential creditors, and there is no secret plan to change its objectives in any way.

So over the next few months clubs might think this idea over, and perhaps at the 2011 AGM we can consider a proposal to formalise the Fund into a separate trust with appropriate governance.

Tom Davies, Executive Member

EXECUTIVE OFFICER'S ANNUAL REPORT

Analysis of Membership: We gained 141 new and rejoining members, but lost 130 through resignations/deaths – a net gain of 11, to a new total of 916. However, because many of the new members were 100% sponsored juniors and some full flying members dropped to non-flying status; the number of paying full flying members remained at 790.

The average time in the sport for those leaving was 12 years, a significant improvement over recent years. Of the 141 new members, 23% were previous members rejoining.

The Juniors picture is better - we lost 13 but gained 24. The losses probably reflect the reality that once a Junior turns 19 they lose the club & GNZ subsidies and are at a critical point in their lives career wise. The gain of 24 is very encouraging, no doubt a result of the huge efforts put in by Roger Read et al. With the "gliding bug" in their blood, hopefully we will see many of these Juniors return when they have the disposable income and time. But it might be a while before we see the fruits of this relatively recent investment in Juniors in terms of sustained membership growth.

	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001
Full Flying Members	790	790	839	873	902	911	946	935	937	904
Junior sponsored pilots (100% from 2009)	65	54	36	33						
Non flying members	61	61	60	60	67	61	58	81	67	68
Total members (excluding foreign pilots)	916	905	935	966	969	972	1004	1016	1004	972
New members (excluding foreign pilots)	108	119	153	167	135	118	110	139	179	146
Old members rejoining	33	17	34	13	13	11	16	16	15	15
Left the sport during the year	130	167	221	176	151	161	138	143	162	191
Loss/Gain all members	11	-30	-31	-3	-3	-32	-12	12	32	-30
Loss/Gain full flying members	0	-26	-34	-29	-9	-35	11	-2	33	-23
	0.0%	-3.1%	-3.9%	-3.2%	-1.0%	-3.7%	1.2%	-0.2%	3.7%	-2.5%
Males	876	861	894	914	921	929	957	970		
Females	40	44	41	52	45	43	47	46		
50 years and over (for those with DOB held)	535	542	542	560	562	530	539	555	560	518
Under 50 years (for those with DOB held)	337	344	393	406	407	442	465	461	444	454
Average age	52.0	52.4	51.5	51.8	51.2	52.2	51.4	49.9	51.1	48.8
Average age of new members	42.0	38.0	42.6	33.8	36.5	39.3	39.4	38.4	41.8	38.5
Average age members leaving	48.3	42.8	43.9	42.9	44.3	44.8	47.1	45.2	43.9	42
Time in the sport (years)	12.3	5.6	5.8	5.8	5.1	5.7	6.1	6.3	5.5	6.6
Instructors (active count from 2009)	200	248	292	291	288	268	232	236	261	260
Tow pilots	140	142	141	150	164	162	160	165	165	155

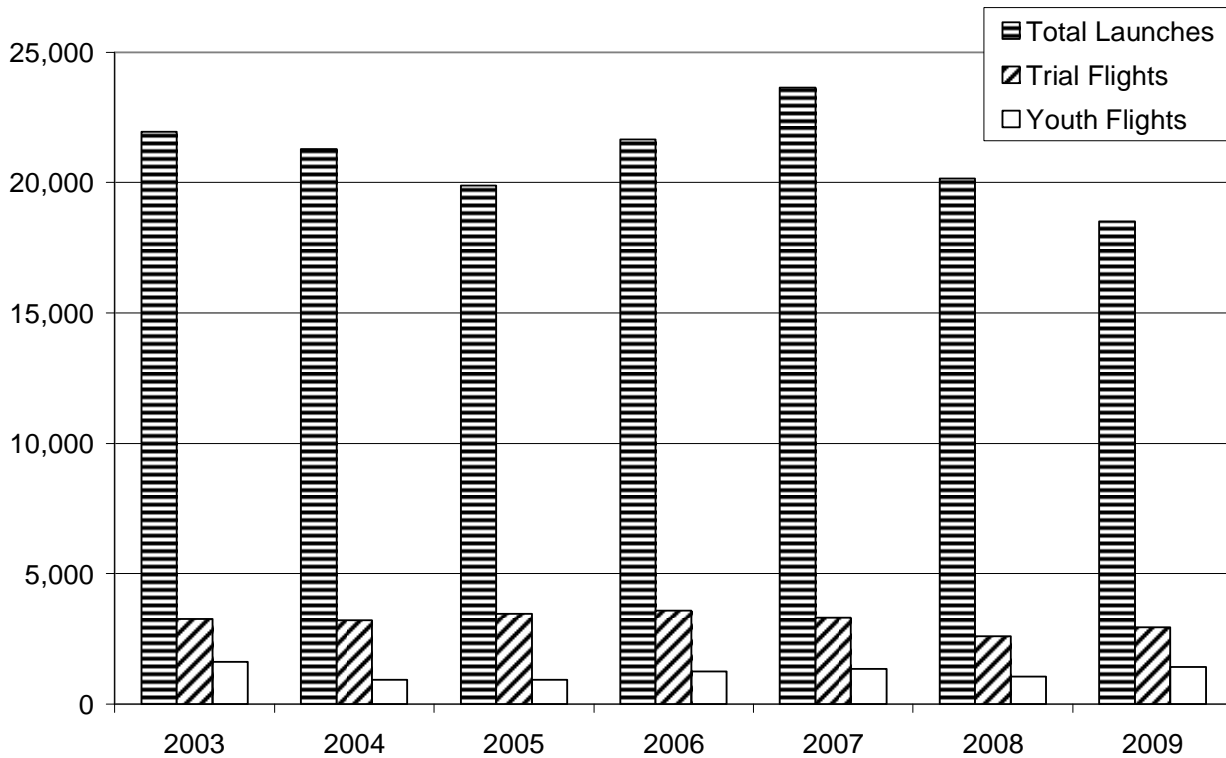
Membership Directory: A simple low-cost directory of members, Official Observers and Engineers was produced and distributed in bulk to clubs in March. I would like to take the opportunity to thank Roy Edwards for his assistance with collation of the file.

MOAP Reprint: Quite a few amendments have been made to our MOAP since it was last printed in hard copy, many of them resulting from a complete revision of our Exposition, which was necessary as part of our recertification to CAR Part 149. Arising out of Mike Decker's sterling work before his untimely death, Instructor privileges have been updated and clarified, and standards have been raised for competency reviews. A new hard-copy MOAP will be printed and distributed to clubs shortly after the AGM.

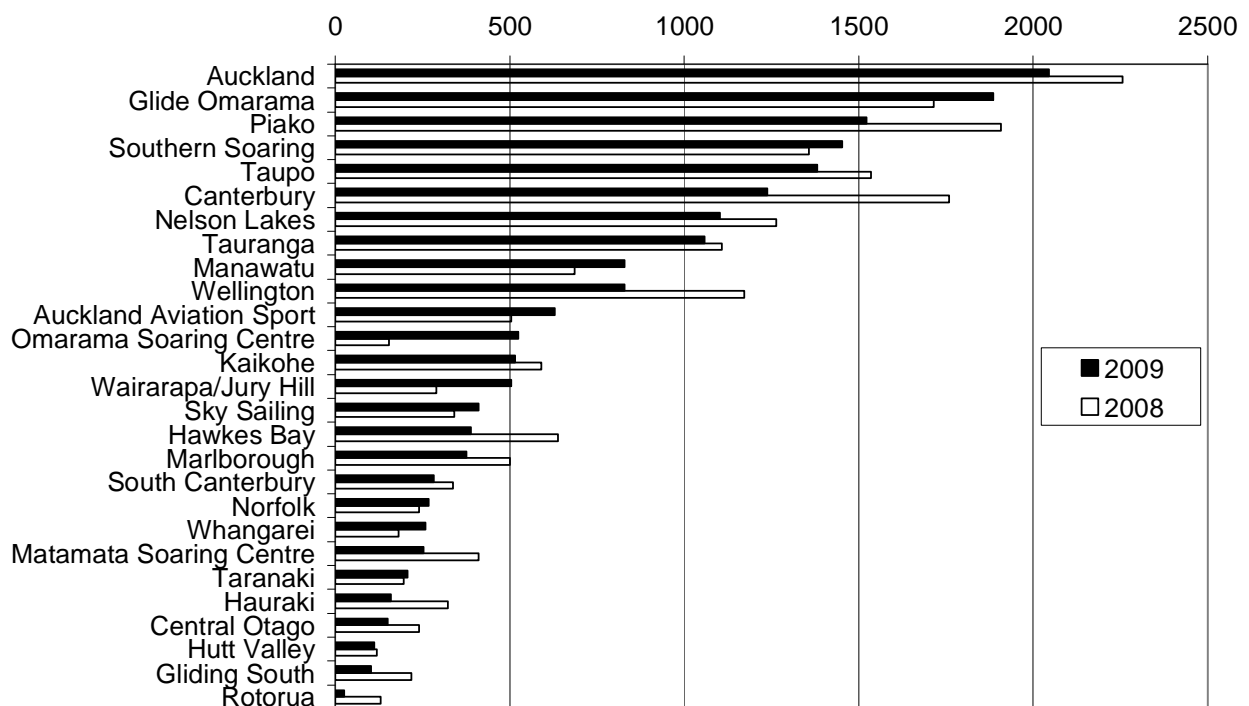
CAA Rules Update: Last year I detailed the larger than usual number of 'irons in the fire' with respect to CAA rules. Regrettably, there has been little visible progress on the issues since then, although CAA has recently scheduled a number of 'Issue Assessment Group' meetings to commence the process. We will participate in these. Meanwhile, we wait.

Activity Statistics: The following graphs are derived from the launch data returned by clubs every six months. Perhaps the North Island weather was a factor last season.

Seven-Year Launch Comparison



Calendar 08-09 Launches



Max Stevens, GNZ Executive Officer

NATIONAL OPERATIONS OFFICER'S ANNUAL REPORT

Unfortunately, in December we experienced the sad loss of Mike Dekker who had assumed the National Operations Officer role at the 2009 AGM. Mike had established himself in the role and had a range of initiatives underway which were interrupted by his loss.

I assumed the acting National Operations Officer role, as delegations I held were current and I had previous experience in the role. A replacement NOO is needed.

The Operations Team and the Executive held a management meeting in August at Christchurch at which a range of matters and safety issues were worked through and actions initiated.

Some of these lead to amendments to the MOAP (latest version on the Website). Amongst these were clarification of the term *Current Gliding Instructor*, the requirements for periodic Instructor competency reviews (an Advisory Circular on this will be issued shortly), and reinforcement of requirements for pilot Biennial Flight Reviews (BFRs).

While it is clear that the primary responsibility for ensuring certificates and ratings are current rests squarely with the pilot wishing to exercise the privileges, Clubs have a secondary responsibility to monitor that pilots operating under their jurisdiction are current.

The year saw a most disturbing accident record. Three pilots lost their lives and a number were seriously injured. This is not acceptable and we must all work on overcoming the underlying causes and reverse the trend.

GNZ worked with Civil Aviation Authority, Sport and Recreation, and Safety Investigation staff to share information and understandings of events and causes. There was agreement about the risk areas where most serious accidents were occurring, and the key areas for improving safety. The results have been shared with Clubs and incorporated in articles in the official journal.

It is clear we must improve decision making in cross-country soaring, particularly ridge soaring and at out-landings. It was pleasing to see a number of Clubs act on the concerns with efforts to improve support to pilots in safety.

Brian Chesterman and Steve Care ran the annual Instructor course at Matamata in 2009. The course was of a very high standard and well received. Steve has taken over the Northern Regional Officer role, and Brian will continue to contribute his wealth of experience. We owe Brian a vote of thanks for his contribution over the years.

An area that has concerned both Operations and the Executive is the achievement of timely Audits of Clubs. The Executive has concluded that the onus for ensuring the audits are undertaken at least each two years must be shared between Clubs and Operations. The MOAP will be amended to reflect this.

Achieving the audit programme will be a challenge to Operations as people and time are scarce. Consideration will need to be given to innovative ways of ensuring audits are done and findings attended to.

Another area that Clubs should review is their "Emergency plans" and Flight Following" regimes. These need to recognise "independent operations" by Club members.

The role of Operations Officers is vital to our organisation, and is often a challenge when for instance, accident investigations and reviews become necessary. I take the opportunity to thank the Team, Terry Jones, Ivan Evans, Steve Care and Brian Chesterman for their great work and contribution.

George Rogers, Acting National Operations Officer

AIRSPACE COMMITTEE ANNUAL REPORT

It is pleasing to report that the 2009-2010 season saw no increase in Class D Controlled Airspace. Changes occurred to the south of the Blenheim Control Zone which were mostly to our advantage and the lower limit of controlled airspace in the vicinity of Mount Arrowsmith was raised from 9,500 feet to 13,500 feet.

Trevor Terry and his team were successful in negotiating the necessary airspace procedures with the Airways Corporation to enable the National Gliding Championships to be held at Taupo for the first time. It should be acknowledged that ACNZ were most helpful and put considerable effort into the publication of a "memorandum of understanding" that provided considerable additional airspace for the task setters.

The GNZ Airspace Usage Tracker developed by Tim Bromhead is now up and running and integrated into our website courtesy of our webmaster George Wills. My thanks to both of you. The tracker has proved an important means of documenting our collective airspace experience both good and bad. In particular it allows the airspace committee to identify problem areas that need addressing.

Looking forward to the next season from November the lower limit of controlled airspace south of Hamilton has been lowered to 2,500 feet as far south as Otorohanga but the area to the west has been raised to 4,500 feet which should assist transits to the West of the Control Zone. The Queenstown area is under active review at present as a consequence of Airways Corporation's wish to develop a proper traffic management system based on IFR aircraft using modern (GPS) navigation techniques. I am hopeful that this will bring about a reduction in controlled airspace that will benefit cross country soaring.

In closing I would like to thank my committee members and other individuals who help keep things going while I am overseas earning enough money to support my gliding habit. In particular my thanks go to Grae Harrison who has worked diligently on the Airspace Committee for many years and has now indicated he wishes to stand down.

Trevor Mollard, National Airspace Officer, Chairman Airspace Committee

QUALITY MANAGER'S ANNUAL REPORT

Progress with auditing the delegation areas this year was limited to just the QGPs.

There is an immediate need to have the engineer approvals audited and I would like to see greater progress made with the operational audits.

This is my last report as I have handed over the task to Peter Thorpe.

I would like to thank GNZ for the opportunity to contribute to the organisation.

Ross Taylor, Quality Manager

CENTRAL REGISTER MANAGER'S ANNUAL REPORT

I have been managing the central register updates for close to a year now. There has been good progress transitioning the clubs across to the new system. We have heard from a number of the smaller clubs for the first time this season and been able to help them get their membership lists up to date quickly and easily. However, we are still ironing out a few quirks inherited from converting the old database to the new and are hopeful these will all be resolved before next season.

We are continuing to work with other GNZ officers to streamline communication for updates (for example, in relation to training and awards). There is still work to be carried out in this area but good progress has been made.

A number of the clubs are still using normal mail (rather than email) to contact us. It is easiest and most efficient for us where the clubs are using email as it makes the flow of questions and answers so much faster, particularly where forms have not been used or not filled in correctly. In particular advising clubs of new GNZ numbers is easiest done by email at the time a new user is set up. It would be helpful to put together a list of email contacts at each club so even where new members are advised by regular mail we can return the GNZ number by email.

One key improvement we can make to the system will be centralising notifications for address updates and membership changes with Soaring NZ. In time it might be most efficient to start automating the billing procedures or at least bringing this function closer to the database. This would cut down on some double handling and help us to ensure subs are not being missed for GNZ.

Abigail Little, Central Register Manager

AWARDS OFFICER'S ANNUAL REPORT

Statistics:

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

During the past year, the Awards Officer has processed a total of 57 (77) claims.

It is great to see that the "Omarama Kids" (Youth Glide) are graduating from Silver Badges to Gold Badges and Diamonds. 1000km Diplomas next!

Highpoint of the 2009 - 2010 period would have been the processing of Terry Delore and John Kokshoorn' s New Zealand Record, which stood as a new 3TP Distance World Record for almost a day.

Interesting to note that 30% (73%) of all claimants live in the South Island

Official Observers: The standard of O/Oing is at times not very satisfactory. O/Os need to realise that the pilot making the claim relies on the O/O's advice.

A number of claims had to be rejected because of the poor advice given to the pilots concerned.

I realize that most O/Os hardly ever witness a claim and are therefore not current with the Sporting Code. However, S/O/Os working for a Commercial Organization should know better.

It is hoped that the re certification of all existing OOs will improve matters. Although only 33 out of more than 150 existing OOs have so far sat and past the new test.

Air New Zealand Cross Country Championship: To make the competition more attractive and easier to enter, the rules have been simplified.

- Sportsclass only (Gold Badge holders are not eligible to enter)
- No Official Observer is necessary to verify the flight.
- .igc file to be e-mailed to the Awards Officer.
- Form OPS 04, first page only, to be submitted.
- SeeYou OLC Scoring will be used to score the flights.
- Pilots can submit as many flights as they wish, however only the three longest flights will count.
- Two Trophies will be awarded, one Trophy for pilots flying in the South Island and one Trophy for North Island pilots.
- More details and the new Rules are on the Gliding New Zealand website.

Edouard G. Devenoges, Awards Officer

NATIONAL PUBLICITY COORDINATOR'S ANNUAL REPORT

I have to report a fairly unsatisfactory year from a promotions perspective. I will outline the wins we have had which have not been insignificant, however several factors have in my opinion limited our success.

I have been unable to deliver as much time to this important role as I would like and is needed by GNZ.

I am somewhat surprised by the difficulty of getting media to pick up our good news and then how they aggressively make contact when an accident/incident occurs or, as an example, they discover the CAA investigation into our safety.

Wins:

- a. We have had several good articles in regional newspapers from Queenstown through to Auckland. Further we have had several items on TV, and a handful of positive radio interviews, on both regional and national radio. This particularly surrounded Terry Delore with his world record and the planned flight from Southland to Northland.
- b. Further we have had several Richie McCaw related TV interviews, or part promotions in conjunction with his rugby interviews. We are blessed with Richard being a media magnet in NZ – however we have to use this connection wisely. We do not want to kill the golden goose.
- c. McCaw media has done a sterling job with the magazine and the generally broad appeal they have managed to deliver. I have dropped copies to Christchurch cafés and regularly see non glider pilots engrossed in these fine publications.

Other items:

With my work commitments and a young family I am unable to do the hard yards effectively with initial media contact. I have two prospective ideas for the year ahead. Either we get a new media PR guy who has more time, option A; or I get a deputy, who can push out releases to a plan - ie one decent story per quarter - with national appeal and small regional stories in between.

I would then act as spokesman for GNZ regarding good and positive. My role would be to professionally articulate the results / and or give majestic virtues of the sport in a way that gives the best chance to cut through to the bombarded masses who are spoilt for leisure choices.

We have completed a brochure for clubs and I have just to get final print quotes to run.

I am a huge believer in Facebook as a medium for getting eyeballs on our sport, so I will arrange for this to be established promptly, or my replacement can organise it. I am more than happy to impart the plan and potential benefits that I can see for GNZ.

Nick Reekie, National Publicity Coordinator

WEBMASTER'S ANNUAL REPORT

Overall traffic to the website was up approximately 30% on the previous year, achieving 47,462 Unique Visits from 18,141 visitors.

Aside from the homepage the most popular pages continue to be:

The club list – 11% of page views

Classified Ads – 7.5% of page views

MOAP – 2.2%

Individual club pages range from about 100 visits per year for clubs in smaller centres up to 1400 visits for clubs in larger centres. It is important that clubs continue to supply current contact information so that prospective members are able to get in touch with you.

Significant work has been undertaken on the membership database attached to the website this year. New functions for the 2010 - 2011 season will allow clubs to submit an ADMIN 5 (membership form) online. We anticipate that this will replace the paper version

of the ADMIN 5, speed up new member processing and allow for more accurate and timely billing. The new features also allow clubs to look up GNZ numbers, change addresses of their members and resign members. These functions will be restricted to designated club administrators via a login.

Thanks to those people who submitted news and ideas for the website over the past year. As always we could do with a lot more being posted so please don't be shy to submit news, stories, events and ideas to webmaster@gliding.co.nz

George Wills, Webmaster

GNZ IAN PRYDE MEMORIAL TRUST FUND FY 2009-2010

The Trust Deed expired at 31 March 2009 after 25 years since it was first formed. GNZ has since formed a new Trust Deed and appointed five new Trustees. The new Trustees are Bob Henderson, Theo Newfield, Grae Harrison, Peter Heginbotham and the incumbent President of GNZ. George Rogers will take over from Peter when he retires from the Presidency in June.

The value of the Trust as of 31 March 2010 stood at \$75,044.16. This is up almost \$14,000 from the previous year. It is hoped now that the good increase in the value of funds equities will continue to increase. However as I write this the turmoil in Greece and other European nations are having a negative effect on world stock markets, this on top of one of the worse financial collapses of recent times.

Dividend and bank interest amounted to \$1,864.32. Pilot levies from regional events and the Nationals amounted to \$930.

The Trust will be assisting Dane Dickinson this year with a contribution of \$2,500 towards his expenses competing in two World Championships in Europe.

I would like to express my thanks and gratitude to the retiring Trustees, David Speight, Ian Finlayson, Dick Georgeson and especially to Peter Heginbotham for his stewardship and management of the Trust.

Grae Harrison, Convenor

GNZ ROAKE TRUST FY 2009-2010

As was expected, the past year has been a difficult one as far as the generation of trust income was concerned. For the first time in the history of the trust, we had to "sell-up" a property over which we held a first mortgage. The fact that we escaped the regrettable situation without loss was an endorsement of our investment policy.

A large portion of our funds only attracted minimum bank interest with almost 50% of the investable total available for placement. We predict that it will likely be two or three years before we return to the halcyon days of past investment income years.

Nevertheless the Trust's capital sum as at 31.03.2009 of \$143,635.72 grew to \$152,478.88 at 31.03.2010, an increase of \$8,843.16 for the year. A net return on total funds of 6.15%.

I find it difficult to appreciate why the Gliding New Zealand executive and Gliding New Zealand's auditors have decided to eliminate the financial status of the trust from the GNZ annual accounts. The Roake Trust is an integral part of Gliding New Zealand, and has been for 36 years. The GNZ annual accounts are incredibly difficult to understand and do not portray the true picture of the association's financial affairs. We would urge delegates at this forthcoming annual general meeting to insist that financial reporting be restored to the historically acceptable standard that previously applied.

No grants were made to world competition pilots during the 2009/2010, but since balance date we have made a worthwhile grant to Dane Dickinson, our only representative on the world scene in 2010.

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

GNZ DICK GEORGESON TRUST FY 2009-2010

This Gliding New Zealand trust became alive during the 2009/10 year with two extremely generous donations from Dick Georgeson, one of \$40,000 and a second of \$60,000, made just prior to the end of the 2010 financial year.

As at balance date, no investments had been made, but the trust nevertheless returned \$896.96 in interest. The capital sum at 31.03.2010 totalled \$100,896.96

Since balance date we have made one investment of \$30,000 at 11%.

The trust has already made plans for its first grants under the terms of its trust deed. Up to four pilots this year will enjoy attending a course at Omarama in wave flying in December as organised by Gavin Wills of Glide Omarama. Each pilot will receive a grant of up to \$1000.00 towards this course. Applicants have to be under 25 years of age.

More details and the form of application will be announced shortly.

It is proposed that these grants will be made annually.

Again, it is my personal belief that the funds of this trust should be a part of the Gliding New Zealand annual accounts.

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

REMITTS RECEIVED as at 15 MAY 2010

1. Executive Committee

That the World Championship Fund (\$34,673) and the World Championship Income Fund (\$15,946 at 31 March 2010) be combined into a single fund of \$50,000 to be known as the World Championship Fund.

The Fund to be invested with interest added to the fund.

The purpose of the Fund to remain the support of Pilots and Team Managers selected to represent GNZ at world gliding championship events.

Comment: The intent of the remit is to rationalise the management of the two current funds, essentially retaining the purpose of supporting those selected to represent NZ at “worlds”.

In recent years this support has been to reimburse the entry fee of selected pilots and a contribution towards team costs.

It is envisaged that the interest earned on the fund will meet these costs, given the trend for only one or two pilots participating in the biennial “worlds”.

A change from practice since 1982 will be that interest accumulated to the fund will be only that from the Fund capital. At present 75% of all interest derived from the GNZ Accumulated Funds goes into the World Championship Income Fund. The Executive consider diverting this proportion of interest to a fund targeted at supporting a limited number of pilots is no longer the best use of the income, nor is it appropriate.

2. Executive Committee as recommended by Sailplane Racing Committee

That the GNZ Executive Committee is empowered to make discretionary spending of the interest derived from GNZ accounts for the purposes of pilot development and training programmes.

SRC Comment: It is current custom and practice that three-quarters of all interest received by GNZ is transferred to the World Championship Income Fund (with the remaining quarter going towards GNZ administration costs).

Given the decline in the number of New Zealand pilots competing at World Championships in the past decade, together with the low retention rate of new members to the sport, we feel that some of these funds may be more appropriately spent on other competition and cross-country related matters. In particular, we feel strongly that fostering new competition pilots is essential for the future of the movement in NZ. Competition pilots generally become “life-long” enthusiasts and often comprise the core of the genuine flying membership at clubs.

Empowering the Executive to fund pilot development and competition training schemes such as the First Competition Award is likely to be a more beneficial use of these interest earnings to the movement than only funding World Championship Pilots.

3. Taranaki Gliding Club

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

Comment: It has been acknowledged that once we have taken the trainee pilot through to solo status, there seems to be a fall off of in participation, and then we lose members.

Even though there is encouragement to continue on, and learn cross-country flying with the possibility to carry on into competition flying, these all cost money. We feel that by subsidising the costs of Cross Country courses, up to 50% say, we would be achieving at least two goals:

1. Encouraging the Grass Root members to stay and carry on with their flying.
2. Retaining our members, as this has been recognised as a time when we lose members.

We believe that the Rothmans Trust could support this programme comfortably, and still be available for use in other areas. By using 50% of the INCOME of the Trust's interest received, the balance would be returned to the Capital body for that to increase and provide security for the future.

Notes:

BUDGET 2010 - 2011

2009 - 2010		<u>INCOME</u>	2010 - 2011
<u>Budget</u>	<u>Actual</u>	<u>Subscriptions</u>	<u>Budget</u>
\$62,500	\$57,740	Affiliation Fees	\$70,000
\$6,000	\$4,826	Additional Members during the year	\$5,000
\$7,000	\$7,000	Commercial Members	\$7,000
<u>\$75,500</u>	<u>\$69,564</u>		<u>\$82,000</u>
		<i>Operating</i>	
\$550	\$533	Engineers Fees	\$550
\$2,000	\$1,695	Interest	\$4,800
\$250		Miscellaneous	\$250
\$750	\$744	Surplus - Sale Badges etc	\$750
<u>\$3,550</u>	<u>\$2,972</u>		<u>\$6,350</u>
		<i>Grants & Sponsorships</i>	
\$16,800	\$16,800	SPARC Grant	\$16,800
\$3,000	\$4,000	NZ Aviation Federation	\$4,000
\$1,000		Other	
<u>\$20,800</u>	<u>\$20,800</u>		<u>\$20,800</u>
<u>\$99,850</u>	<u>\$93,336</u>	<u>TOTAL INCOME</u>	<u>\$109,150</u>
		<u>Less EXPENDITURE</u>	
		<i>Executive & Management</i>	
\$26,500	\$38,070	Administration - Executive Officer	\$33,000
\$11,000	\$11,000	- Treasurer	\$14,000
\$500		Advertising	\$500
\$7,500	\$9,648	Travelling Expenses - Executive	\$9,500
\$4,000	\$3,633	Annual Meeting Expenses	\$4,000
\$750	\$600	- Annual Report	\$600
<u>\$50,250</u>	<u>\$62,951</u>		<u>\$61,600</u>
		<i>Committees</i>	
\$4,000	\$4,000	Airworthiness Committee - Expenses	\$4,000
\$1,500	\$1,188	Airspace Committee Expenses	\$1,500
\$17,500	\$2,490	Operations Officers' Expenses	\$10,000
\$2,500	\$2,500	National Membership Register	\$2,500
<u>\$1,000</u>	<u>\$1,500</u>	Awards	<u>\$1,500</u>
<u>\$26,500</u>	<u>\$11,678</u>		<u>\$19,500</u>
		<i>Representation</i>	
\$2,000	\$1,532	FAI Afiliation	\$1,600
\$3,500	\$1,237	I.G.C.- International Representation	\$1,500
\$1,150	\$1,000	Subscriptions	\$1,000
<u>\$6,650</u>	<u>\$3,769</u>		<u>\$4,100</u>
		<i>Operating Expenses</i>	
\$6,000	\$5,500	Website Development & Maintenance	\$5,500
\$250	\$530	CAA Charges	\$500
\$500	\$3	Depreciation Equipment	\$100
\$1,200	\$2,750	Communications	\$2,750
\$1,600	\$1,315	General Expenses	\$1,400
\$1,335	\$1,205	Insurance	\$1,300
\$200		Printing & Stationery	
\$200	\$2,020	Publications	\$500
\$0		Engineer's Course	
\$500		Engineer's Grants	\$500
<u>\$11,785</u>	<u>\$13,323</u>		<u>\$12,550</u>
		<i>Grants & Concessions</i>	
\$3,800	\$2,821	Youth Schemes	\$6,200
\$3,800	\$2,821	Youth Glide - Donation	\$6,200

\$98,985	\$94,542	Expenditure Before Provisions	\$103,950
		<i>Allocations to Specific Funds</i>	
\$5,900	\$5,300	Promotions Fund - Transfer Affiliation Fees Instructors & Cross Country Course - Provision	\$5,500
\$2,750	\$3,000	- Sponsorship Transfer	\$3,000
<u>\$1,000</u>	\$1,000	Tasman Trophy Fund	\$1,000
\$9,650	\$9,300		\$9,500
\$108,635	\$103,842	<u>TOTAL EXPENDITURE</u>	\$113,450
-\$8,785	-\$10,506	<u>EXCESS INCOME OVER EXPENDITURE</u>	-\$4,300

Annual Subscriptions & Entrance Fees

The Executive Committee recommends that, except for the increase in rate to \$100, as noted in paragraph (A), the annual subscriptions and entrance fees for 2010-2011 remain the same as in the previous financial year, as follows:

1. Annual Subscriptions:

(A) GNZ Full Members.

An affiliation fee at the rate of \$100.00 (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 of \$450.00 (including GST).

(D) GNZ Commercial Members.

- (i) An affiliation fee for each flying member of the GNZ Commercial Member at the rate and struck as for a GNZ Full Member.
- (ii) For Glide Omarama and Southern Soaring a fee of \$3,375 (including GST). For the Sky Sailing Company a fee of \$1,125 (including GST).
- (iii) For any other organisation admitted to GNZ Commercial Membership a fee set by the Executive Committee having regard to the membership application and/or business plan of the applicant for the year of application. Subsequent Subscriptions shall be set by AGM.

(E) GNZ Soaring Centre Members.

An affiliation fee at the rate and struck as for one flying member of a GNZ Full Member.

[Definitions: For the purposes of determining the payment of a GNZ affiliation fee, a flying member is a person under training (not yet solo) or a person acting as pilot-in-command of a glider or powered glider in NZ. Trial flight participants are excluded. Tow pilots flying club-operated tow planes, winch and auto-launch drivers, and GNZ Engineers (non-LAME) shall be treated as flying members for affiliation fee purposes. A visiting foreign pilot, being a non-NZ resident qualified to fly gliders or powered gliders in their home country and wishing to fly as pilot-in-command in NZ for a period of up to three months, is excluded from the preceding definition of flying member but shall pay the fee prescribed in the GNZ Manual of Approved Procedures, Section 1-3.]

[Note: A 100% concession scheme shall continue to be available for junior members for the 2010/2011 year.]

2. Entrance Fees:

An organisation admitted to membership of GNZ shall pay an entrance fee of \$87.75 (including GST), payable on granting provisional or confirmed membership.

AFFILIATE MEMBER VOTES

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

Affiliate Member	Members	Votes	Affiliate Member	Members	Votes
Auckland Aviation SC	26	2	Nelson Lakes GC	41	2
Auckland GC	94	4	Norfolk Aviation SC	12	1
ATC Association	1	1	Omarama GC	39	2
Canterbury GC	69	3	Omarama Srng Centre		1
Central Otago FC	13	1	Otago GC (YGO)	5	1
Clutha Valley GC	6	1	Piako GC	68	3
Glide Omarama	12	1	Rotorua GC	5	1
Gliding Hawkes Bay & Waipukurau	26	2	Sky Sailing Co		1
Gliding Hutt Valley	11	1	South Canterbury GC	37	2
Gliding Manawatu	24	1	Southern Soaring	2	1
Gliding South	20	1	Taranaki GC	21	1
Gliding Wairarapa	15	1	Taupo GC	61	3
Hauraki AC	10	1	Tauranga GC	57	3
Kaikohe GC	8	1	Wellington GC	65	3
Marlborough GC	27	2	Whangarei GC	15	1
Matamata Srng Centre		1			

ANNUAL AWARDS & TROPHIES

The following awards are made annually by the GNZ Executive Committee:

Angus Rose Bowl: Presented to the NZGA by Mr. Bill Angus, one of the original pioneers in aviation in New Zealand, the Angus Rose Bowl is awarded in recognition of outstanding services to the sport of gliding in this country.

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

CWF Hamilton Trophy: Awarded to a New Zealander operating in New Zealand for the most meritorious flight that is a New Zealand gliding record. The year covered is GNZ's financial year.

Air New Zealand Soaring Award: Awarded to the pilot who has shown the most significant improvement in their personal standard of competition or record flying during the year

The following awards are made annually, based on particular performances:

Air New Zealand Cross-Country Awards (Open & Sports Classes): These awards aim to stimulate cross-country flying from club sites; particularly to encourage those new to this aspect of the sport. Flights during championships are not eligible.

Buckland Soaring Award: Awarded annually to the highest scoring New Zealand national in the New Zealand division of the Aerokurier Online Contest (OLC) for the previous season. OLC rules and handicaps are used. There are two divisions; one for soaring flights commencing in the North Island and the other for soaring flights commencing in the South Island. The winning pilots stand down for the following two seasons.

Rothmans Challenge Gold Cup: Awarded to the New Zealander operating in New Zealand who has attained the highest handicapped speed over a FAI 28%, 300 km triangular course. Current GNZ handicaps will be used and the general conditions and documentation requirements for record flights under the FAI Sporting Code apply.

PAST AWARD WINNERS

The Angus Rose Bowl	The Friendship Cup
1975 Jack Hanlon	
1976 Wynn Craven & Geoff Ferner	
1977 Len Thompson	
1978 Ted Ashwell	
1979 Russell McDowall	
1980 John Roake	
1981 Jim Harkness	
1982 Noel Jones	
1983 Ian Pryde	
1984 Ross Macintyre	
1985 Max Stevens	
1986 Roger Harris	1986 Bill Walker
1987 Bruce Cunningham	1987 Dave Prankerd
1988 Bill Walker	1988 Jim Rankin
1989 Richard Halstead	1989 Theo Newfield
1990 Mo Wills	1990 Sandy Norman
1991 Sandy Norman	1991 Jan Walker
1992 Bob Henderson	1992 Rex Thomas
1993 Bob Struthers (posthumously)	1993 Betty Cunningham
1994 Tony Timmermans	1994 Warren Spence
1995 John Roake, Bill Walker, Bob Henderson, Mark Aldridge, Wayne Wilson (WGC Directors)	1995 World Championship volunteers
1996 Ann & Frank Gatland	1996 Russell Thorne, Simon Casey & Steve Bell
1997 Dennis Crequer	1997 Gavin Wills
1998 Peter Lyons & Ralph Gore	1998 Gordon Hookings
1999 Roger Read	1999 Rex Kenny
2000 Gordon Scholes	2000 Roger Harris
2001 Ross Marfell	2001 Brian Chesterman
2002 Ruth Pryde	2002 Malcolm & Roseann Walls
2003 Ian Finlayson	2003 Karen Morgan
2004 Stewart Cain	2004 Tom Anderson
2005 Gordon Hookings	2005 Peter Chadwick & Gary Wakefield
2006 Ivan Evans	2006 Yvonne Loader
2007 Tom Anderson	2007 Trevor Terry
2008 Trevor Atkins (posthumously)	2008 Sue Wild
2009 Jerry O'Neill	2009 Stephen Tollestrup