

GLIDING NEW ZEALAND ANNUAL REPORT 2011



**AGM
11-12 June**

**James Cook
Hotel Grand
Chancellor**

GLIDING NEW ZEALAND INCORPORATED
ANNUAL GENERAL MEETING 2011

Contents

General	Weekend Programme	3
	National Airworthiness Officer's Report	4
	Contest Pilots' Meeting Agenda	7
	Minutes of Pilots' Meeting June 2010	8
	Annual General Meeting Agenda	11
	Minutes of June 2010 Annual Meeting	11
	Awards & Trophies – Recipients 2010	17
	President's Annual Report	18
	Office Holders & Committees 2010-2011	20
	Statement of Accounts FY 2010-2011	21
	Gliding New Zealand Loan Fund Trust	26
	Reports – Officers, Committees & Trusts (see below)	27
	Remits Received	35
	Budget	36
	Annual Subscriptions & Entrance Fees	37
	Affiliate Member Votes	38
	Annual Awards & Trophies	39
	Past Winners – Angus Rose Bowl & Friendship Cup	40
Reports	Executive Officer	27
	National Operations Officer	29
	National Airworthiness Officer	4
	Sailplane Racing Committee	6
	Airspace Committee	30
	Quality Manager	30
	Central Register Manager	31
	Awards Officer	31
	Media & Marketing	32
	Webmaster	33
	GNZ Ian Pryde Memorial Trust Fund	34
	GNZ Roake Trust	35
	GNZ Dick Georgeson Trust	35

WEEKEND PROGRAMME

GLIDING NEW ZEALAND ANNUAL GENERAL MEETING 2011

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

SATURDAY – 11 JUNE 2011

Time		Session	Chair/ Presenters	
09:15	--	10:10 am	Airworthiness meeting – Acceptable Technical Data for glider repairs	Roger Harris Garrick Andrews (Airclaims)
10:15	--	12:15 pm	Contest Pilots' meeting	Dane Dickinson
12:15	--	1:30 pm	Buffet lunch	---
1:30	--	2:00 pm	CGC New Springfield site – from concept to reality	Jerry O'Neill Kevin Bethwaite
2:00	--	3:15 pm	National President's Forum – club issues from the floor – review of planning session – Part 115 & trial flights – ageing instructors – membership data online – club audits	Nigel Davy (President)
3:15	--	3:40 pm	Afternoon tea/coffee	---
3:40	--	4:00 pm	Forum wrap-up	Nigel Davy
4:00	--	4:30 pm	Youth Soaring Development	Gavin Wills
4:30	--	5:00 pm	Auckland GC 80 th Anniversary	Russell Thorne
5:15	--		Cash bar opens	
6:00	--	6:30 pm	"A Year in Toulouse"	Gerard Robertson
6:30	--	7:30 pm	Cocktail food will be served, during which FAI Gliding President, Bob Henderson, will present the Annual Awards.	

SUNDAY – 12 JUNE 2011

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

GLIDING NEW ZEALAND

Annual Airworthiness Meeting – 11 June 2011 –9:15 am

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, are tending to keep the standard up for these gliders. And the Annual Inspections for all gliders of course is a requirement from the manufactures. Plus the CAA requirement for an Annual Review of Airworthiness.

I still have however, some small disappointments, which were being addressed during a CAA /GNZ Road trip around the country visiting all class three and four GNZ engineers.

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.

Also during the CAA/GNZ Audit visits we found a decided lack of understanding of the need and use of Acceptable Technical Data (ATD.)

To assist in this GNZ has produced an Advisory Circular AC 3-14, which can be found on the GNZ website.

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 the planned audits of GNZ engineers were partly completed late last year, covering the top of the South Island and the top half of the North Island. We still need to cover from Rotorua south, and the remainder of the South Island, which will be covered some stage in the near future. GNZ Engineers should take the time to review their airworthiness and maintenance procedures and records 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 individually general knowledge of the applicable Civil Aviation Rules, and GNZ requirements, has been allowed to decline.

GNZ Maintenance Forms: The GNZ maintenance and airworthiness forms on the GNZ website have recently been up graded. GNZ engineers should check that they are working to the latest issue. There are a large number of GNZ airworthiness forms (Tech series), and Advisory Circulars (AC 3-** series) now on the Gliding New Zealand web site,

(www.gliding.co.nz) and they are available for copying and printing 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, etc. The operator must keep track of the dates that these items require inspection. Tech-8 (Record of Scheduled Maintenance), a logbook loose leaf entry, has been developed to assist with this tracking, and should be used in order to avoid missing the legally required inspections.

Engineers Courses: Two GNZ engineer training courses were completed last year, and more are planned. It is intended to continue to hold these courses as and when required.

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 GNZ MOAP.

Engineers: During May, currency renewal notices were sent out to 24 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 301 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.

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 (ADs), 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

GLIDING NEW ZEALAND

Annual Contest Pilots' Meeting – 11 June 2011 – 10:15 am

Agenda

1. Attendance List
2. Apologies
3. Chairman's report
4. Confirmation of incoming committee
5. Minutes of previous meeting (12 June 2010)
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 ANNUAL REPORT

The 2010/11 summer was riddled with difficult soaring weather, and this brought mixed fortune to our competition events. While most championships secured a reasonable number of contest days (except for the nearly wiped-out Central Districts & Sports Class Nationals at Waipukurau), the conditions were often very challenging, creating high stress levels amongst competition pilots and organizers. One notable exception was the non-SRC managed Drury Competition, which had 9 glorious race days. Another important positive was the limited number of competition related accidents this season, especially given the unusually large number of out-landings.

Attendance at Regional and non-SRC managed events was steady on previous years, while the newly reformatted Club Class Nationals drew large participation with 24 entries – a very welcome result. This may have been a contributing factor to depressed numbers at the Multi-Class Nationals, which had only 27 entries. Despite this, the SRC does not feel there are significant problems with the current championship format, but there have been some complaints about task setting and seriousness of nationals. Task setting is certainly an area for improvement in all NZ competitions and is an issue the SRC will need to investigate in future.

Last year's competition rule changes went into effect without much complication, except for some controversy surrounding Club Class handicapping. Pilots' meetings during the season were relatively contented, indicating some degree of satisfaction with our current Championship system. A few issues raised were starting procedures (height vs speed), class delineation, airborne tasking, and the length of nationals. Also, the reformatted Club

class appears to be suffering a few “teething” problems. The SRC has been able to address many of these issues and will present appropriate solutions at the AGM.

I am very pleased to report that Tony Passmore convincingly won the Tasman Trophy at the Multi-Class Championships in Omarama. Tony placed 6th in the Standard class while Brian Allerby, the Australian representative, finished a very credible 11th. This is the first time since 2004 that NZ has held the trophy. This year also marks an important milestone for the Tasman Trophy and trans-Tasman relations. The SRC, in conjunction with the GFA Sports Committee, has finally orchestrated a formal agreement regarding the responsibilities and conditions of the trophy. This agreement has recently been ratified by GNZ and the GFA.

Another administrative news piece is the completion of the review of Omarama competition turnpoints by Gavin Wills, Jerry O'Neill, and Philip Plane. Their expert review during last winter produced a new database (& maps) that should be suitable for several seasons to come. The SRC hopes to prompt similar revisions at other competition sites in the future.

At this point I would like to thank the volunteers and organisation personnel that help allow our championship events to occur. Every year, many members put in significant time and effort to provide exceptional services at competitions, for which they mostly receive nil reward. A great debt of gratitude is certainly owed.

A special mention also goes to our premier competition director (CD), Roy Edwards. Roy has been an integral part of Championship organization in the past decade, and he has tirelessly directed a great many of our competitions in a professional fashion. Roy has always exceeded expectations and often provided valuable input to SRC matters. However, he has claimed that the latest Nationals will be his last in a CD capacity (we shall see!). On behalf of the SRC, I would like to personally thank Roy for his mammoth contribution to the competition scene in NZ. His direction and behind the scenes work will be sorely missed.

On the international scene, John Coutts and Dane Dickinson represented NZ in the World Gliding Championships in 2010. John came 15th in the 18M class in Hungary, while Dane finished 29th in the 15M class. Dane also competed in the Standard class in Slovakia, where he placed 28th. These overall finishes were a little disappointing, however several “day wins” between John and Dane assured New Zealand’s presence was appropriately noticed on the world stage.

As reported last year, the International Gliding Commission (IGC) continues to move ahead with its expansion of World Championship classes, and 2014 will see the 20m Multi-Seat class at the Worlds. Unfortunately the class is to be unhandicapped, meaning the exorbitantly priced Arcus is likely to be the sole competitive glider. In 2015, the 13.5m class is set to be introduced as a separate World Championship. Some more promising news is that the IGC has been making progress in its pursuit of a professional Sailplane Grand Prix series. Swedish wind-turbine manufacturer, Planetaire, has become the principal driver of a “Sky Race World Cup”, with plans for internationally televised races in 2013. While there are many significant hurdles yet to pass, this type of media exposure and corporate sponsorship is gliding’s best hope yet of a professional sporting transformation.

While strictly not a competition matter, I think it worthy to mention the very successful Youth Soaring Development Camp held in Omarama last December. Congratulations are due to Roger Read and Gavin Wills who were the primary movers behind the gliding camp that saw more than 20 juniors (25 years & under) attend. There were 11 juniors in the

advanced “racing group”, and they all exhibited a tremendous amount of potential. I believe that the efforts of Roger and Gavin will not be in vain, and that in the next few years we can expect at least a dozen competent young competition pilots to emerge from the now annual event. Additionally, there could be enough momentum for a separate “Junior Nationals” competition. The SRC will need to be prepared to assist and develop the juniors as they come onto the competition scene.

On Pilot Development, the subject has slowly been evolving through concerted GNZ discussions. The SRC has largely taken a consultation role in the matter now, after the Executive appointed a small committee to tackle the issue as part of Strategic Planning. Discussion thus far has been largely philosophic in nature, with GNZ still determining an appropriate role in establishing a development and training program. However, progress is being made, and I hope that more information will be available by the time of the AGM.

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

Dane Dickinson, Chairman Sailplane Racing Committee

Minutes of the Annual Pilots’ Meeting 12 June 2010

The meeting commenced at 11:00 am.

Present:

N Davy, K Morgan, G Harrison, M Cook, R Ruddick, G White, J Bayliss, K Bethwaite, P Thorpe, R Gore, B Mace, T Van Dyk, T Hardwick-Smith, M Stevens, T Terry, F Saxton, D Jensen, M Weaver, J Griffin, S Griffin, R Sanders, I Evans, B Hunter, E Devenoges, V Ruddick, R Gaddes (acting Chair)

Apologies:

R Edwards, W Dickinson, D Dickinson, S Cameron, S Barton, B Flewett

Chairman’s Report:

Ross Gaddes moved that the chairman’s report furnished prior by Dane Dickinson be taken as read – seconded G White – carried.

Confirmation of new SRC members:

Results of email vote held previously confirmed Maurice Weaver to the vacant position. D Dickinson remains Chairman. Therefore the incoming SRC consists of:

Dane Dickinson (Chairman)

Ben Flewett

Edouard Devenoges

Ross Gaddes

Brett Hunter

Maurice Weaver

Minutes from previous AGM Contest Pilots Meeting:

Moved - T Van Dyk - to be taken as read – seconded B Mace – carried.

True & accurate record – Moved R Gore – seconded S Griffin – carried.

No matters arising.

Minutes from Contest Pilots Meetings – Omarama 21 November 2009, Matamata 3 December 2009, Taupo 25 February 2010

Moved – T Van Dyke – to be taken as read – seconded D Jensen – carried.

True & accurate record – Moved T Van Dyk – seconded D Jensen – carried.

No matters arising.

Remit:

R Gaddes read the following remit, proposed by the SRC:

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.*

Moved – G Harrison – seconded D Jensen – carried (vote: 18 / 0).

Proposed rule changes:

R Gaddes explained that the SRC is considering several rule changes to competitions, and asked for feedback. Voting would not mandate rule change but would guide the SRC in its considerations.

1. That rule 2.5.1 (The pilot in command of a two-seat sailplane must occupy the front seat) be deleted. There was robust discussion regarding safety concerns, however deletion was favoured by 18 for, to 5 against.
2. That rule 1.1.3 is amended to exclude the clause “That the contest start on a Monday and finish on a Friday”. This proposal was favoured by a large majority.
3. That rule 4.7.2 is amended so the start gate at regional competitions is open for 2 hours instead of 3 hours. The majority of the meeting favoured status quo.
4. That the Duo Discus and the DG1000 in 20m configuration and 2 POB, be no longer eligible for entry in the Standard Class. The majority of the meeting favoured status quo.

Competition venues & Dates:

The following fixtures were confirmed:

Central Plateau Soaring Contest – Taupo 30th Oct 2010 practice, 31st Oct – 6th Nov competition.

Southern Regional Championships – Omarama 13th Nov 2010 practice, 14th Nov – 20th Nov competition

Northern Regional Championships – Matamata 27th Nov 2010 practice, 27th Nov – 4th Dec competition

Multiclass National Championships – Omarama 2nd Jan 2011 practice, 3rd Jan – 14th Jan competition

Club Class National Championships – Matamata 5th Feb 2011 practice, 6th Feb – 13th Feb competition

Central Districts Regional Championships – Waipukurau 19th Feb practice, 20th Feb – 27th Feb competition

Sports Class National Championships – Waipukurau 19th Feb practice, 20th Feb – 27th Feb competition

Selection of pilot representatives for the International Representative Selection Panel:

Nominations were called for and were: Max Stevens (Nom. K Morgan) & Tony Van Dyk (Nom. V Ruddick).

As there were two vacancies no vote was required and these nominees were confirmed.

General Business:

1. Allocation of trophies

R Gaddes brought up the issue of allocation of prizes/trophies and ranking in the case of two-seat gliders and multiple pilot entries. It is an issue the SRC would like to clear up and opened it up for debate. A robust discussion ensued. No motion was put, or resolution gained, but the major points made were:

K Morgan – In her experience both pilots contribute fully and should get full & equal credit.

M Weaver – Has observed situations where a world class pilot has a relatively inexperienced co-pilot and to give them equal credit for winning a national championship is unfair.

G Harrison – Overseas it is the nominated PIC who gets the credit.

2. New Classes 20m and 13.5m

E Devenoges submitted that the FAI had recently validated the 20m class and the 13.5m class as official FAI competition classes. Some discussion followed and there was general agreement that the SRC make provision for the 20m class in the Multiclass National Championships at some stage in the future. The 13.5m class would encompass the existing world class & allow several other eligible gliders to compete in that class.

The meeting closed at 12:30 pm.

GLIDING NEW ZEALAND
Annual Meeting – 12 June 2011 – 9:30 am
Agenda

1. Apologies
2. Establishment of proxies
3. Matters Arising from minutes of the annual meeting 13 June 2010
4. Adoption of President's Annual Report
5. Adoption of financial statements for the year ended 31 March 2011
6. Adoption of Annual Reports of officers, committee chairs and trusts
7. Consideration of remits
8. Approval of budget for 2011-2012
9. Fixing of entrance fees and subscriptions for 2011-2012
10. Annual Group membership
11. Election
 One Executive Member (no nominations received by Rule 17 due date)
12. Appointment of Auditor
13. Date and venue of the next annual meeting (10 June 2012)
14. Closure

GLIDING NEW ZEALAND INC
Minutes of the Annual Meeting Held at the James Cook Grand
Chancellor Hotel, Wellington, Sunday 13 June 2010
Commencing at 0930h

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

PRESENT:

Executive Committee: Messrs G G Rogers (President - Chairman), N K Davy (Vice President), A B Cunningham (Treasurer), M B Stevens (Executive Officer), and R J Gore, T H L Davies, K J Morgan (Committee).

Members represented: Auckland Aviation Sports, Auckland, Canterbury, Clutha Valley, Gliding Hawkes Bay & Waipukurau, Gliding Hutt Valley, Gliding Manawatu, Gliding South, Gliding Wairarapa, Hauraki, Matamata Soaring Centre, Nelson Lakes, Omarama Soaring Centre, Piako, South Canterbury, Taranaki, Taupo, Tauranga, Wellington.

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

Late nomination of delegate: Mr E Gosse was admitted as the delegate for Hauraki Aero Club, on the motion of Piako, seconded by Taupo, **carried:**

APOLOGIES:

Apologies for unavoidable absence were accepted from the following:

Ms L Kirkham (Treasurer elect)

Mr T Mollard (Chairman Airspace Committee)

Mr H Turner (Omarama)

Mr R Edwards (Tauranga)

Mr M Robertson (Marlborough)

MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 14 JUNE 2009:

No matters were raised.

ADOPTION OF PRESIDENT'S ANNUAL REPORT:

On the motion of the President, seconded by Gliding Hawkes Bay & Waipukurau, the report was **adopted**.

ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2010:

The statements as circulated prior to the meeting showed a deficit of \$6,651 as compared with a surplus of \$1,818 for the previous year. Taking into account additional affiliation fees of \$1,326 that had been discovered since circulation of the statements, the actual deficit was \$5,325.

On the motion of Gliding South, seconded by Clutha Valley, the accounts were **adopted** subject to audit.

The President took the opportunity to propose a vote of thanks to Mr Cunningham for his outstanding 44 years of unbroken service as Treasurer to the association, now coming to an end. He noted that during this long tenure, Mr Cunningham had received the Angus Rose Bowl and had been elected as an Honorary Life Member. **The vote of thanks was endorsed by way of acclamation.**

ADOPTION OF ANNUAL REPORTS OF OFFICERS, COMMITTEES & TRUSTS:

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

Additional comments were made as follows:

Airspace:

Mr K Bethwaite, a member of the Airspace Committee, was pleased to advise that clubs experiencing airspace issues had been using the facility on the web site for logging airways clearances. He advised delegates that the implementation of Performance Based Navigation by Airways was progressing to regional areas, starting with all airspace within 50 miles of Queenstown being completely redesigned. He reiterated that this was expected to significantly reduce the amount of controlled airspace, giving greater access

for general aviation. It was apparent that the work of the Airspace Committee was vital, and it would have a high work load well into the next decade.

Sailplane Racing:

The President noted that the Contest Pilots' meeting on the previous day had unanimously adopted a remit from the Sailplane Racing Committee that proposed to restructure the Club Class championship. This involved the separation of the Club Class from the Multi-Class National Championships in favour of holding the Club Class National Championship in that island not hosting the Multi-Class National Championships.

As the competition calendar was subject to Executive Committee approval, delegates were invited to express a view on the proposed changes. No concerns were raised, and there appeared to be general agreement to the move.

CONSIDERATION OF REMITS:

1. Executive Committee as recommended by the 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.

In discussion it was noted that the remit to follow was in effect an alternative to the present remit. In that context, on the motion of Wellington, seconded by Matamata Soaring Centre, the remit was put to the meeting and **lost**.

2. 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.

In discussion it was noted that that the remit preserved the funds originally raised by raffles and the like for the support of NZ teams. Such support was seen as beneficial for gliding generally. On the motion of Canterbury, seconded by Taupo, the remit was put to the meeting and **carried**.

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.

On behalf of the Executive Committee, Mr T Davies advocated placing the said fund into a formally designated trust of its own so that it could not be a target for persons seeking damages from the association for whatever reason. The Executive Committee intended to bring a remit on these lines to the 2011 AGM and, in so doing, the objects of the trust could be constructed to support the present remit if delegates were so minded.

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

APPROVAL OF BUDGET FOR 2010-2011:

Budgeted income for the year amounted to \$109,150 mainly from subscriptions of \$82,000 including \$5,000 income from additional members joining during the year and \$7,000 in

fees for Commercial affiliates. Expenditure was budgeted at \$113,450, resulting in a deficit of \$4,300.

On the motion of Auckland Aviation Sports, seconded by Clutha Valley, the budget was **approved**.

FIXING OF ENTRANCE FEES & SUBSCRIPTIONS FOR 2010-2011:

The Executive Committee recommended that the annual subscriptions and entrance fees for 2010-2011 remain the same as in the previous financial year, except for the raising of the basic subscription of \$87.75 to \$100 (GST inclusive).

Tauranga and South Canterbury delegates spoke in opposition to the proposed increase, citing their concern that it might further reduce membership. Taranaki and Canterbury delegates expressed the contrary view, noting that the increase was minimal and despite the budget already assuming the increase it was still a deficit budget. Gliding Hutt Valley queried the need for the official magazine subscription to be mandatory. In response, it was pointed out that the mandatory nature of the magazine was a condition of the 5-year contract with McCaw media and would not be considered until that contract was due for renewal.

On the motion of Canterbury, seconded by Auckland, the recommended entrance fees and subscriptions were **approved**.

ANNUAL GROUP MEMBERSHIP:

On the motion of Auckland Aviation Sports, seconded by Gliding Hutt Valley, it was resolved that the Annual Group Membership of the NZ Air Training Corps Association of NZ be **renewed** for a further year.

ELECTIONS TO EXECUTIVE COMMITTEE:

Committee members completing their two-year terms were Mr G G Rogers (President), Mr N K Davy (Vice President) and Mr R J Gore. In March 2010, the Executive Committee had appointed Ms K J Morgan to the vacancy created by the untimely passing of Mr M Dekker.

Accordingly, nominations had been requested for President, Vice President, and one committee member. In the event, the nominations received exactly matched the vacancies so no voting was required, as follows:

President:	Mr N K Davy	Clutha Valley/Taupo
Vice President:	Ms K J Morgan	Wellington/Taranaki
Committee Member:	Mr R J Gore	Piako/Tauranga
Committee Member:	Mr D P Jensen	Matamata Soaring Centre/Tauranga

With acclamation, the respective nominees were **declared elected** for a term of two years.

APPOINTMENT OF AUDITOR:

It was noted that Deloitte, as the Honorary Auditor, had provided its services free of charge for several years. However, Deloitte had indicated that this arrangement could not continue. As the new Treasurer was domiciled in Queenstown it was thought expedient to appoint an auditor based in that region. Accordingly, the appointment was left to the discretion of the incoming Executive Committee, to be confirmed at the 2011 AGM.

GENERAL BUSINESS

Executive proposal:

That Members (Clubs and Commercial Gliding) ensure they have had a GNZ Audit within the preceding 24 months. Those who do not meet this requirement take corrective action before 15 June 2011.

The President referred to the discussion at the Forum the previous day, where member clubs were reminded that CAR Part 149 required a system and procedures for internal audit. Such procedures had been set by the Exposition and an Advisory Circular, which required audits every two years. However, only about 60% of member clubs had complied, which was clearly inadequate. The present motion was intended to promote the sharing of responsibility for audits between member clubs and the Operations Committee. Documentation would be amended accordingly.

Some delegates expressed the view that the poor compliance level was a result of a natural reluctance to be audited and a general lack of knowledge of what was required. In response it was pointed out that the audit report form OPS 15 and the Advisory Circular AC 1-01 gave guidance in this respect.

On the motion of Hawkes Bay, seconded by Matamata Soaring Centre, the proposal was **adopted**.

Club Management:

The Taranaki delegate suggested that it would be useful to have articles on club management published in the official magazine. Similarly, it was apparent that the safety of young persons had become an issue for gliding clubs overseas and might become so in New Zealand.

In response to the latter point, delegates considered that most young persons coming into gliding were either gliding family members or ATC cadets. The ATC had good procedures in place and the Executive Committee was planning to develop an Advisory Circular to cover the interface between the ATC and member clubs planning to provide their gliding facilities and instructors to cadets. This AC might also cover Scout and school groups.

Engineering Meeting:

Some delegates felt that the time allocated for discussion of glider maintenance issues in the previous day's programme was too short and there should be a better time balance with the pilot's meeting. As many people wished to attend both meetings, it was not appropriate to hold them concurrently. The Executive undertook to consider the matter when planning the 2011 AGM weekend programme.

Vote of thanks to outgoing President:

A vote of thanks to the outgoing President, Mr G G Rogers, was proposed from the floor. **This was endorsed by way of acclamation.**

2011 ANNUAL MEETING:

It was agreed that the next meeting be held in Wellington on 12 June 2011. In response to the suggestion that a less expensive venue be considered, delegates expressed a desire

for the venue to remain in the central city and considered the James Cook Hotel to be ideal.

The President declared the meeting closed at 11:30 am.

Read and adopted as a true and correct record this 21st day of August 2010



President

AWARDS AND TROPHIES – 2010:

Angus Rosebowl	Brian Chesterman, Tauranga
Friendship Cup	Roger Read, Canterbury
CWF Hamilton Trophy	Terry Delore & John Kokshoorn, Canterbury
AirNZ Soaring Award	Tim Bromhead, Piako
AirNZ Cross Country – Open	Edouard Devenoges, Tauranga
AirNZ Cross Country – Sports	Edouard Devenoges, Tauranga
Buckland Soaring Award – NI	Vaughan Ruddick, Wellington
Buckland Soaring Award – SI	Hugh Turner, Omarama
Rothmans Challenge Gold Cup	Not awarded.

PRESIDENT'S ANNUAL REPORT

Appreciations: Tom Davies has completed his third two year term on the Executive but has signalled that he will stand down at the end of this term. Tom's experience and expertise will be missed by the Executive and I would like to thank him for his significant input over the years.

Also standing down from the Executive at the completion of his year as Immediate Past President is George Rogers. George has been a member of the Executive for some twenty years during which time he has made a very valuable contribution to GNZ. This personal involvement by one key person has ensured that the Executive has been able to maintain knowledge and continuity through a period during which there has been massive change in the gliding environment. George's knowledge of government systems and CAA rules is invaluable, and we are pleased that he is continuing to help us in his role as Vice President of the New Zealand Aviation Federation. We'd say 'enjoy your retirement' but until someone volunteers to help with operations, George will remain on our team.

Max is still working tirelessly for the movement in his role as Executive Officer. This year he has put a huge amount of time and effort into the GNZ submission and ongoing correspondence in relation to the CAA proposed rule change to cover "Adventure Aviation" (part 115). This planned rule includes commercial gliding and Max explains further about the potential impact of this in his report.

David Jensen and Karen Morgan (VP) have both completed their first full year on the Executive and I would like to thank them both for their considerable input into the specific projects they have volunteered to manage. Ralph Gore also remains with us, and I appreciate his view of things from the 'north' as well as his Airspace knowledge.

Operations: A big thanks to George Rogers who has continued this year as acting National Operations Officer and is working to expand on the good work that sadly Mike Dekker could not complete. We are still looking to appoint a permanent NOO and we are keen to hear from anyone within the movement who has the drive and commitment to administer the safety of our sport. Given the ongoing support from the regional operation officers, NOO is not a huge job but it is an essential one that is critical to GNZ retaining its certificate to operate.

This year we have recruited some valuable regional operation officers (ROO). Ross Anderson has joined the team covering the Central region, Jerry O'Neill has taken on the South Island, and Steve Care has continued working in the Northern region. Thanks very much for putting up your hands to fill these roles and for putting in the effort required to keep us operational. Finally able to retire this year are Ivan Evans and Terry Jones who each covered half of the South Island, thanks very much for the effort that both of you have put in for over a decade.

Airworthiness: Roger Harris worked hard again this year and, besides his usual efforts in running courses, he completed half the joint engineer audits with the CAA. This involved a lot of travelling, time and paperwork. There is no amount of thanks to compensate Roger for his sterling effort over his many years of filling this position, but a recent decline in health means that we are at present trying to recruit another engineer to fill this role as it is critical to our continued operation. Meanwhile, I am pleased to report that Roger says he is in good shape and is prepared to carry on for a short time while we find a successor, then work with them on a transition.

Treasurer/CRM: Laurie Kirkham took over as treasurer from Bruce Cunningham after the last AGM and from Abi Little for the Central Records Manager in late 2010. She has done a fantastic job and the computer generated information is giving us a better “real time” look at the finances and membership. This will allow the Executive to operate more efficiently, and to make decisions based on up-to-date data.

Publicity: This is an important role and one for which few volunteers are seen. Publicity officer Nick Reekie is keen to see our sport using new technology like Facebook and Twitter to market gliding. He organised a promotional stand at the Classic Fighters 2011 Airshow at Omaka, aided by a band of helpers from the Canterbury and Marlborough clubs, and Terry Delore’s aerobatic flight there demonstrated our sport to a new audience.

Strategy: We have two separate planning initiatives under way. Firstly, we have started a refreshment of the 2006 strategic plan. The Executive believes that the mission statement and core objectives from five years ago remain valid today, but it is now time that we refresh club input into the broad strategies for achieving those objectives. To that end, the first strategic planning meeting for a group of northern clubs was held at the end of February in Tauranga. Thanks to the attendees for giving up a good gliding day to take part. We are determined to move this plan forward and so you can expect more meetings in different regions in the coming year.

Secondly, David Jensen volunteered to organise a sub-committee focussing on development of international competition pilots. He has co-opted Dennis Crequer and Brett Hunter, and is also getting significant input from Dane Dickinson. The objective is to try and optimise the use of the various trust funds supporting NZ’s participation in World championships by providing some cohesive guidance to the trustees.

Ahead: I have mentioned that we need to fill two key roles in operations and airworthiness, but it appears that the volunteer pool is in serious decline. Recruiting to critical positions is getting much harder for us and unless we can get more help from within I believe in time we will have to move to a “user pays” model. At present we do not have the funds to employ people to fill positions so we will be taking a close look this year at how we can increase GNZ’s income. Perhaps this may involve charges for services that we provide, rather than continuing to increase affiliation fees.

Please look around your club and see if you can suggest someone, or consider if you can volunteer yourself. Remember that if no-one is prepared to put up their hand for a volunteer position to help the national organisation then ‘nobody’ will be in a position to oppose any fee changes.

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

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

Nigel Davy, President

GNZ Office Holders & Committees 2010-2011

Executive

President Nigel Davy

Vice President Karen Morgan

Immediate Past Pres George Rogers

Member Ralph Gore

Member Tom Davies

Member David Jensen

Treasurer Laurie Kirkham

Executive Officer Max Stevens

Quality Manager Peter Thorpe

Auditor Mead Stark

Hon Solicitor Rob McInnes

Operations

NOO George Rogers

Northern ROO Steve Care

Central ROO Ross Anderson

South Island ROO Ivan Evans/Terry Jones/ Jerry O'Neill

Airworthiness NAO Roger Harris

Awards Officer Edouard Devenoges

Central Register Manager Abi Little/ Laurie Kirkham

Medical Advisor David Powell

Airspace

Chairman Trevor Mollard

Northern Ralph Gore

Central Tony Passmore

Southern Kevin Bethwaite

Sailplane Racing

Chairman Dane Dickinson

Member Ben Flewett

Member Ross Gaddes

Member Edouard Devenoges

Member Brett Hunter

Member Maurice Weaver

Webmaster George Wills/Roy Edwards

Publicity Coordinator Nick Reekie

FAI Gliding

Delegate Ross Macintyre

Alternate Delegate Ben Flewett

GLIDING NEW ZEALAND INCORPORATED
INCOME STATEMENT

For the year ended 31 March 2011

	Total	Allocation of income items to internal funds											
		GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		Tasman Trophy			
		2011	2010	2011	2010	2011	2010	2011	2010	2011	2010		
INCOME													
70,891 Affiliation fees	76,932	71,434	65,473			5,498	5,418						
4,000 Distribution from NZAF	4,000	1,500	1,000							2,500	3,000		
3,659 Donations	3,549	50				3,499	3,659						
533 Engineers fees	789	789	533										
6,805 Interest received	6,967	4,087	1,695	2,632	5,084	248	26						
16,800 SPARC grant	16,800	16,800	16,800										
745 Surplus on sales of badges etc	576	576	745										
- Miscellaneous	-	-	-										
	\$109,613	\$95,236	\$86,246	\$2,632	\$5,084	\$9,245	\$9,103	\$2,500	\$3,000	-	-	-	-
	\$103,433												

The accompanying notes form part of the financial statements

GLIDING NEW ZEALAND INCORPORATED
INCOME STATEMENT
For the year ended 31 March 2011 (continued)

<i>Total</i> 2010		Total	GNZ	
			General Funds	
			2011	2010
	EXPENDITURE			
-	Aircraft Rental	2,296		
-	Auditing	2,000	2,000	
3,634	AGM expenses	3,517	3,517	3,634
1,188	Airspace Committee expenses	-		1,188
4,000	Airworthiness Committee	7,045	7,045	4,000
5,500	Amortisation of website development costs	5,500	5,500	5,500
600	Annual report	262	262	600
1,500	Awards Officer's expenses	1,500	1,500	1,500
473	Civil Aviation charges	-		473
2,751	Communications	2,279	2,279	2,751
2,821	Concessions granted to Youth	2,968	2,968	2,821
3	Depreciation	-		3
9,648	Executive's travelling expenses	11,797	11,797	9,648
38,070	Executive Officer's remuneration	36,761	36,761	38,070
1,532	FAI affiliation fees	2,438	1,667	1,532
177	FAI awards	755		
1,314	General expenses	888	888	1,314
1,237	IGC representation	1,300	1,300	1,237
1,205	Insurance	1,180	1,180	1,205
2,500	National Membership Register	2,500	2,500	2,500
2,490	Operations Officers' expenses	1,182	1,182	2,490
3,000	Promotional advertising	3,502		
765	Promotional copies of "Soaring NZ"	352		
2,020	Publications	312	312	2,020
3,000	Publicity Officer's expenses	3,000		
1,001	Subscriptions	965	965	1,001
219	Telecom 0800 charges	-		
3,263	Training Course Contributions	2,351		
11,000	Treasurer's remuneration	16,405	16,405	11,000
3,847	World Champs entry fees	-		
-		-		
108,758		113,056	100,029	94,487
	EXCESS/(DEFICIT) OF INCOME			
(\$5,325)	OVER EXPENDITURE	(\$3,443)	(\$4,794)	(\$8,241)

The accompanying notes form part of the financial statements

GLIDING NEW ZEALAND INC

STATEMENT OF MOVEMENTS IN EQUITY
For the year ended 31 March 2011

Allocation of income and expense items to internal funds

	GNZ General Funds		World Champs Income Fund		Promotional Fund		Instructors Fund		Tasman Trophy		World Champ Fund		Operations Officers Fund	
	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010	2011	2010
Total														
191,711 Opening balance - 1 April 2010	103,159	112,400	15,946	14,709	10,503	8,562	3,399	3,662	7,605	6,605	34,673	34,673	11,100	11,100
(5,325) Excess/(deficit) of income over expenditure for 2010/11	(4,794)	(8,247)	2,632	1,237	865	1,942	149	(263)	(2,296)					
Transfers between internal funds														
From General Funds to Tasman Trophy Fund	(1,000)	(1,000)							1,000	1,000				
From World Champs Fund to World Champs Income Fund			34,673								(34,673)			
Total	\$97,365	\$103,159	\$53,251	\$15,946	\$11,368	\$10,503	\$3,548	\$3,399	\$6,309	\$7,605	\$-	\$34,673	\$11,100	\$11,100
186,385 Closing balance - 31 March 2011														

BALANCE SHEET as at 31 March 2011

Total	Total
2010	2011
<u>\$186,386</u>	<u>\$182,942</u>
Accumulated funds	
Represented by:	
Current assets	
30,876 BNZ - Current accounts	36,903
169,414 BNZ - Short term deposits	172,067
11,118 Sundry debtors	350
3,495 Stocks of badges, ropes etc	2,353
<u>214,903</u>	<u>211,673</u>
Intangible assets	
Website development costs	
less amortisation	0
<u>218,203</u>	<u>211,673</u>
Total assets	
Less Current Liabilities	
27,617 Sundry creditors	24,531
4,200 SPARC prepayment (Note 2)	4,200
<u>31,817</u>	<u>28,731</u>
<u>\$186,386</u>	<u>\$182,942</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

Laurie Kirkham

21 April 2011

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 2011

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 2011.

Differential reporting

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

Specific accounting policies

The following specific accounting policies which materially affect the measurement of financial performance and financial position have been applied:

Stocks

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

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 (2010 - \$4,200) received in respect of the three months to 30 June 2011 has been held over until the 2011/12 year.

NOTE 3 – CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

There are no capital commitments or contingent liabilities as at 31 March 2011 (2010-Nil).

GLIDING NEW ZEALAND LOAN FUND TRUST
FINANCIAL STATEMENTS for the year ended 31 March 2011

INCOME STATEMENT for the year ended 31 March 2011

	2010	2,011
Income		
Interest from loans to Clubs	8,776	11,177
Interest from bank deposits	8,358	5,222
	17,134	16,399
Expenses	-	-
Surplus for the year	17,134	16,399
Accumulated funds brought forward from prior year	363,510	380,644
Accumulated funds carried forward	\$380,644	\$397,043

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 2011

Specific accounting policy

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

Loans

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

Loans to Clubs

Omarama Gliding Club	21,200
Nelson Gliding Club	10,000
Taupo Gliding Club	70,000
Tauranga Gliding Club	80,000
Wanganui-Manawatu Gliding Club	70,000
	251,200

Other assets

BNZ current account	9,425
BNZ term deposit	132,496
Accrued interest	3,922
Total assets	397,043

Less Liabilities

	-
Net assets and accumulated funds	\$397,043

Signed on behalf of the Trustees

Tom Davies

21 April 2011

Executive Officer's Annual Report

Streamlining Admin: Towards the end of the year, Laurie Kirkham assumed the role of Central Register Manager. Combining this role with Treasurer is starting to pay dividends in terms of efficiency and accuracy.

CAA Rules Update – Too Much of One, Not enough of the Other: Regrettably, there has been little visible CAA progress on the issues of benefit to us – the ability to remunerate our instructors, and allowing RPL holders to tow gliders.

On the other hand, CAA is forging ahead with Part 115 that proposes to regulate all forms of recreational aviation involving fare paying passengers. There is no sound basis on safety grounds for including gliding in this new rule. It flies in the face of our long history of self regulation. It would segregate out a small proportion of overall glider flights (3 or 4 %) and would complicate responsibility and accountability lines, inflicting increased costs without any safety benefit. Any Part 115 gliding operation would have to rely on GNZ as the Part 149 organisation for a range of support services and that would likely create tensions between the volunteer-based sport/recreation personnel and those operating for hire and reward. GNZ's strong and detailed submission to the CAA seems to have fallen on deaf ears, except for a few minor technical 'wins'. We need to ensure that normal trial flights by clubs are not caught up in the CAA's intervention. Our new AC 1-04 provides advice to clubs in this regard.

Analysis of Membership: We gained 141 new and rejoining members (same as last year), but lost 189 through resignations/deaths – a net loss of 48, bringing us to a new total of 868. However, 11 of those lost were non-flying members so the drop in full flying members was 37 or almost 5%. The average time in the sport for those leaving was 8 years. Of the 141 new members, 26% were previous members rejoining.

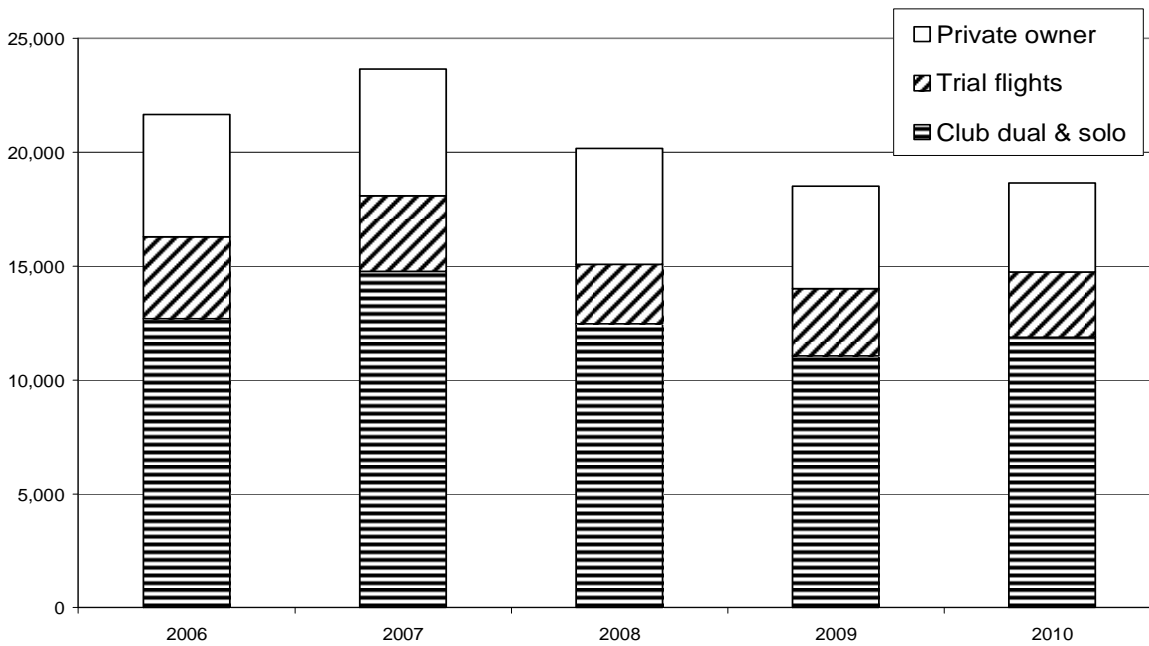
	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Full Flying Members	756	790	790	839	873	902	911	946	935	937
Junior sponsored pilots (100% from 2009)	62	65	54	36	33					
Non flying members	50	61	61	60	60	67	61	58	81	67
Total members (excluding foreign pilots)	868	916	905	935	966	969	972	1004	1016	1004
New members (excluding foreign pilots)	105	108	119	153	167	135	118	110	139	179
Old members rejoining	36	33	17	34	13	13	11	16	16	15
Left the sport during the year	189	130	167	221	176	151	161	138	143	162
Gain all members	-48	11	-30	-31	-3	-3	-32	-12	12	32
Gain full flying members	-37	0	-26	-34	-29	-9	-35	11	-2	33
	-4.7%	0.0%	-3.1%	-3.9%	-3.2%	-1.0%	-3.7%	1.2%	-0.2%	3.7%
Males	823	876	861	894	914	921	929	957	970	
Females	45	40	44	41	52	45	43	47	46	
50 years and over (for those with DOB held)	521	535	542	542	560	562	530	539	555	560
Under 50 years (for those with DOB held)	320	337	344	393	406	407	442	465	461	444
Average age	51.5	52.0	52.4	51.5	51.8	51.2	52.2	51.4	49.9	51.1
Average age of new members	37.4	42.0	38.0	42.6	33.8	36.5	39.3	39.4	38.4	41.8
Average age members leaving	47.5	48.3	42.8	43.9	42.9	44.3	44.8	47.1	45.2	43.9
Time in the sport (years)	8.1	12.3	5.6	5.8	5.8	5.1	5.7	6.1	6.3	5.5
Instructors (active count from 2009)	219	200	248	292	291	288	268	232	236	261
Tow pilots	139	140	142	141	150	164	162	160	165	165

SPARC KPIs: To secure our ongoing funding, we agreed with SPARC that during the year we would try to increase “participation” by 10% for youth and 2% for adults – fairly tough targets in these challenging times of static or declining membership. Nevertheless, youth launches greatly exceeded the target, being up by 26% (nearly 10% of all launches). And club fleet launches overall, excluding trial flights, were 7.5% up too. However, adult

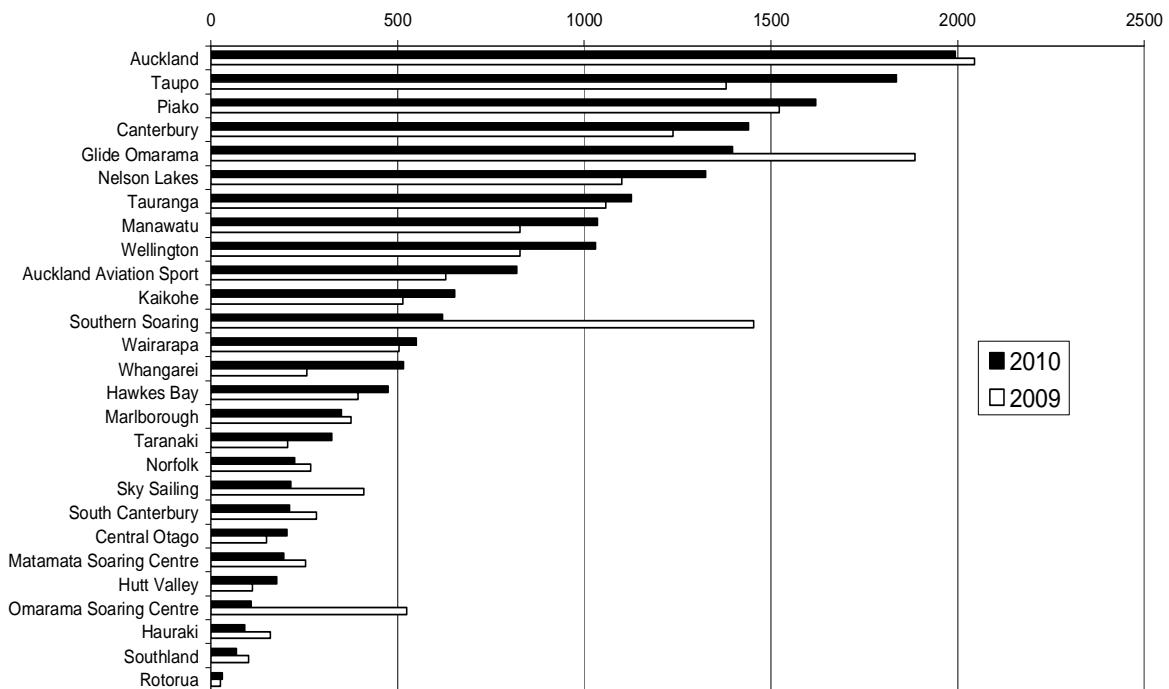
launches overall were actually down 1.4% because trial flights were down 3.4% and private owner launches were down 13%. A significant factor in the latter may have been the less than ideal weather – we all know that private owners only come out to play when they think the weather is soarable!

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

Five-Year Launch Comparison



Calendar 09-10 Launches



Max Stevens, GNZ Executive Officer

NATIONAL OPERATIONS OFFICER'S ANNUAL REPORT

Safety: In 2010 we recorded 14 glider accidents or occurrences involving about 4% of the fleet of 355 gliders. There were no fatalities but one relatively serious injury.

The number, 14, was similar to 2009 but with less serious consequences than that year.

For this we can be thankful, but the number of accidents continues to be a concern.

Arthur Gatland, prepared a series of three articles on Threat and Error Management in Gliding providing excellent advice on tactics to reduce accidents. All pilots are encouraged to periodically review the articles (available on the GNZ website) and adopt the TEM techniques in their own interest.

Advisory Circulars (AC's): Two safety-oriented AC's were developed or reviewed in 2010.

AC 2-04 Instructor Privileges & Currency, and

AC 2-05 Biennial Flight Reviews.

These AC's are designed to ensure Pilots and Instructors maintain a level of currency and have available support in the safe enjoyment of their gliding goals. Affiliates are asked to keep the AC's "live" in their operational planning.

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.

Instructors: Steve Care, ROO North, and his team again ran the annual Instructor course at Matamata in 2010. The course was of a very high standard and well received. The course has become an annual event and is an excellent contribution to the development of Instructors.

Affiliate Audits: An area that continues to concern both Operations and the Executive is the achievement of timely Audits of Clubs. These audits are a key feature in the GNZ Quality Management regime and a requirement of our Part 149 Certification.

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

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

During the year Ivan Evans and Terry Jones stood down from the ROO role in the South Island. We owe Ivan and Terry a big thank you for their contribution over many years.

Ross Anderson, Central, and Jerry O'Neill, South, joined the Operations Team. Thanks for accepting the roles.

Steve Care, North, continued his great work and contribution.

The Executive is still seeking a National Operations Officer.

George Rogers, National Operations Officer (Acting)

AIRSPACE COMMITTEE ANNUAL REPORT

This year was a quiet year from an airspace perspective. On the plus side there was no increase in controlled airspace this season but the hoped for improvements in the Queenstown and Dunedin areas did not eventuate. In part this was down to the Christchurch earthquake which understandably distracted NZ Airways Corporation at a time when the deadline for airspace change requests for the next map revision in November 2011 passed.

Tony Passmore joined the committee this year and assisted me during a meeting with Mike Haynes of the NZCAA last November. More work needs to be done this year to refine the Queenstown airspace issues and hopefully incorporate the area to the North of Christchurch in the same revision cycle.

Trevor Mollard, National Airspace Officer, Chairman Airspace Committee

QUALITY MANAGER'S ANNUAL REPORT

The Exposition programme required me to audit the processes associated with the issue of instructor ratings, engineer approvals and maintenance audits during the 2010 calendar year. Progress was made on two out of the three.

Instructor Ratings: I carried out an audit of 21 instructor ratings and upgrades issued between January and October 2010.

All applications were made on the current issue form.

All signature blocks were completed and signed.

All applications were processed in a reasonable time frame, mostly within one month.

There were no non-conformances raised from this audit.

There were some areas of minor concern, mainly in the area of incomplete information provided by the applicant and some shortcomings in the layout of the OPS 7 form which did not ask for all of the data required by the MOAP.

Follow up action has been taken by the NOO and the form has been revised.

Maintenance Audits: I acknowledge and applaud the huge amount of work completed by Roger Harris and Tony Hansen from CAA in visiting and auditing the many engineers spread around the country. The report shows some variation in standards and a number of opportunities for improvement that should in due course be followed up to ensure appropriate corrective actions have been completed.

Although I have not yet seen all the results, this audit more than satisfies the Exposition requirements.

Engineer Approvals: I have not yet carried out this audit.

General: Work is progressing towards recovering the operations audit programme. I do not believe we are compliant yet but I would hope that by 2012 the situation will be rectified.

Peter Thorpe, Quality Manager

CENTRAL REGISTER MANAGER'S ANNUAL REPORT

Along with being appointed GNZ Treasurer last financial year, I also took over management of the Central Register in February 2011. I'd like to thank Abi Little, George Wills and Jill McCaw for their help and support with the handover.

Performing the two roles under one roof has considerably streamlined the system where advice of new members instantly generates an invoice. Also during the year membership updates were centralised within one database (GNZ's Central Register) which is now being used for mailing out Soaring NZ magazine. The combination of these two improvements has hopefully started to simplify things for Club Administrators only having to deal with one person for membership and invoicing, and it has certainly helped to ensure the accuracy of the information.

All membership updates continue to go to membership@gliding.co.nz which forwards to me at gnztreasurer@xtra.co.nz (or P O Box 284, Queenstown 9348). Please use the ADMIN05 form for membership updates, the latest version is downloadable from GNZ's website.

We are working towards launching an online update system whereby Club Administrators can update their membership directly via a login on the website. This should make it easier for clubs to manage their membership and reduce the time involved for the Central Register Manager.

Laurie Kirkham, Central Register Manager

AWARDS OFFICER'S ANNUAL REPORT

Statistics:

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

Official Observers: We now have 78 Official Observers on the book, of which 14 are Senior Official Observers, and all but two clubs have at least two new or “refreshed” OOs.

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 realise 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.

Air New Zealand Cross Country Championships: Despite simplifying the rules, there seems to be little interest in that competition. A total of nine pilots had entered, six from the south and three from the north. I guess that the OLC has replaced this in the olden very popular and prestigious contest, when Ray and Terry, amongst others, used to battle it out and flying new World records to be able to win it.

Miscellaneous: During the past year, the Awards Officer has processed 133 applications. 283 e-mails have been received and 285 have been sent.

The oldest claim submitted, a Silver Badge Height gain, was 50 years old. The Barograph trace was still perfectly readable and the trace had been signed and dated by an Official Observer, so I could see no reason why not to accept the claim.

The oldest Application form used, Appendix 2-G VFP, was from 1999, which had to be returned to the applicant’s club because more information was required.

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

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

Edouard G. Devenoges, Awards Officer

MEDIA & MARKETING REPORT

I am pleased to report that we have begun to see a significant improvement in the marketing and PR cut through in the last six months. It is not really a time to celebrate these successes, -rather a time to build on them.

I will outline below the specific wins –

Media and PR:

1. Nationals: ten media pieces including - ODT x 2, Press, Info News Web site, ODT Online, TV 1 Weather, TV 3 Weather, Mountain Scene
2. Youth Glide - ODT x 2 including photos
3. TV3, R M Caw on the auction of trial flight
4. Radio Sport radio interviews x 2 in 2011.

There have been numerous other small pick ups – which are due to individuals calling and pushing the Soaring barrow. Roy Edwards , Jill Mc Caw , John Ahearn , Roger Read just to name a few have been active in this area. This regional push to promote events, whether competitive or club is an excellent means of getting profile for the sport.

Facebook: We have a growing number of users and posters. Over 200 Likes.

It appears many of the users are overseas pilots who are either intending to visit or are on the page just wanting to keep up with events. Many of the posts are You-Tube video links which are a brilliant way of marketing the exciting live aspects of our sport. The page has posts from different people each month and will become a more valuable promotional and communication tool for GNZ and the sport in general as time goes on.

Marketing: The GNZ “Right Stuff” brochure has been well utilised by clubs, and was heavily used at the recent Omaka Air show. It is likely we will need to reprint them again and or update them so this will be on my plan of work for the coming quarter. It is planned to send stocks to each club again.

Coffee shops are a great place to take old copies of SoaringNZ - so if members are able once in a while to drop some back copies to local coffee shops around NZ it will help spread our net a bit. I have done this in the CHC central city, (prior to Feb 22) – they were always well received by the owners and on later visits were still there and being read. It is a courtesy to ask them first. Do not just drop them off.

Air Shows: A committed team from the Marlborough area and the Canterbury Club/GNZ worked hard over the weekend to sell raffle tickets (over 250 sold) – run a stall (sales booth) and generally talk all day long on the virtues of the sport. Half the gliding team representatives were our young members which was fantastic to see. This PR push on the ground was augmented by a fantastic display by Terry Delore in the ASH 25. The facts were, we had a captive market of well in excess of 25,000 aviation fans, and having the glider step up to put on one of the air show’s stand-out displays was really something. As part of the glider demonstration at the air show, I was able to act as commentator for Terry’s display and we were able to drive visitors to “our” tent with some subtle and not so subtle promotion. ☺

On talking to other aviation clubs and stall holders, all clearly stated we had a significantly higher profile, and consequently we sold more raffles, and had considerably more activity at our glider display/site in general throughout both days. This was mainly as a consequence in my opinion of the participation of a very well flown glider in the show itself, which stimulated the curiosity.

I believe we should participate in every significant air show in New Zealand from Omaka onward. We would require a highly skilled pilot to undertake the display and a local club team with the help from GNZ marketing members to run the ground promotions. It is high profile, it is in front of a captive market and we have just proved it is do-able and was a success.

I will develop a plan to submit to the Executive re this. I am also aware as a result of Terry’s excellent display we have been asked by the organisers of the Wanaka Easter air show to be a part of this.

Nick Reekie, National Publicity Coordinator

WEBMASTER’S ANNUAL REPORT

I took over maintenance of the GNZ web site in December, and since then have updated classifieds as received, cleared out old adverts (over 6 months old), updated the main page and club information and started on loading all back copies of Soaring Magazine.

From a mountain of statistics available I have come to the conclusion that web visitors are mainly Kiwi glider pilots using the site for reference. ie Views of classifieds and MOAP are increasing along with the average view time. January was again the top readership month with our highest ever number of monthly visitors.

For those who like numbers, mull over these comparisons in the years ending 1st of May.

	2010	2011
Visits	47,454	47,501
Unique visitors	18,091	17,767
Page views	168,635	159,126
Time on site (minutes)	2:47	3:36
Visits to:		
Clubs	11.0%	9.6%
Classifieds	7.5%	15.0%
MOAP	2.2%	3.5%
Source of visits:		
Search engines	41.4%	43.5%
Referrals/links	16.5%	12.3%
Direct URL	42.1%	44.2%

Roy Edwards, Webmaster

GNZ IAN PRYDE MEMORIAL TRUST FUND FY 2010-2011

Ian Pryde was a legendary figure in NZ gliding particularly in the 70's and up until his death on 24th January 1984 whilst competing at the NZ Gliding Nationals at Alexandra. Ian was a man ahead of his time and through his vision and foresight helped lead the Auckland Gliding Club to purchase a farm at Drury where the club has operated for many years. Ian was not only passionate about our sport but he was most passionate about gliding competitions, particularly big events such as our Nationals which totalled over 50 entries in those days, but more importantly World Championships where he liked to compete. He and wife Ruth travelled the country competing at all the season's competitions. Great aerial battles were won and lost against the likes of Finlayson, Heginbotham, Yarrall, Gordon, Speight, Timmermans, Stephens & Georgeson.

Upon Ian's untimely death in January 1984 on the Hawkdun Range north of Alexandra several of his flying buddies chipped in \$5,000 each to create the Ian Pryde Memorial Trust. The aim of the Trust is to promote and help finance NZ pilots at World Gliding Championships something of which was very dear to Ian's heart.

The Trust has now been operating for 27 years and has paid out tens of thousands to NZ pilots over that time. The Trust has mainly invested in equities over this period and derives income from dividends, term deposits and a \$10 per pilot levy payable when you enter any GNZ sanctioned contest. The levy was agreed to at a pilots meeting in the mid 80's and enshrined within GNZ articles. At the end of each contest the CD or secretary/treasurer is required to send the Trust a cheque for the number of entries x \$10 per entry. Cheques

can be mailed to the Ian Pryde Memorial Trust C/- Grae Harrison 68 Orangi Kaupapa Road, Northland, Wellington. Funds received will help our young and talented pilots compete at future World Championship events. Ray Lynskey, Pat Driesson, John Coutts and Dane Dickinson along with others have been worthy recipients over the years and it is important we continue to support our talented pilots at international events.

The year just ended March 2011 the Trust earned \$1,100 from competition pilots levies and \$750 in interest and dividends. Much of the Trusts equity portfolio is in GPG shares which do not pay a dividend as such but have a share reinvestment strategy. GPG intends winding up the company and making a capital distribution to shareholders in due course which will be welcomed by the Trustees. This will provide us the opportunity of further diversifying the trust portfolio in quality stocks which provide income and growth.

Grae Harrison, Convenor

GNZ ROAKE TRUST FY 2010-2011

As was expected, the past year has been a difficult one. Some 42% of investible funds have only been earning bank interest; the demand for first mortgage money has almost dried up and the future of re-establishing our long historically successful lending pattern is not encouraging.

At balance date the fund stood at \$153, 327.86. Interest earned during the year totalled \$9,906.98 which was a return of 6.51%. (Last year 6.15%). During the year under review, the trust made a grant to Dane Dickinson of \$2500 to assist with his entry into the 2010 world championship. The trust sustained its first but small investment loss in its 37-year history.

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

GNZ DICK GEORGESON TRUST FY 2010-2011

This Gliding New Zealand Dick Georgeson Trust made its first grant to younger aged pilots to attend an advanced soaring/wave flying course at Omarama in December 2010. Each of four pilots received \$1,000.00 and it is pleasing to record that this is likely to be an annual event with possibly the same amount being available in 2011.

As at balance date, cash and investments totalled \$101,114.07 (Last year \$100,896.96.) Gross income this year was \$4218.01. The trustees are reasonably conservative with investments and there is some room for improvement.

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

REMIT RECEIVED

South Canterbury Gliding Club

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

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

GLIDING NEW ZEALAND INC

BUDGET 2011-2012

2010-2011		INCOME	2011-2012	
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>	<u>Budget</u>	
70,000	64,348	Affiliation Fees	65,000	
5,000	4,380	Additional Members during the year	4,500	
7,000	8,204	Commercial Members	8,300	
<u>82,000</u>	<u>76,932</u>			77,800
		<i>Operating</i>		
550	789	Engineers Fees	800	
4,800	4,087	Interest	4,000	
750	576	Surplus - Sale of Badges etc	600	
250	50	Miscellaneous	-	
<u>6,350</u>	<u>5,501</u>			5,400
		<i>Grants & Sponsorship</i>		
16,800	16,800	SPARC Grant	16,800	
4,000	4,000	NZ Aviation Federation	4,000	
<u>20,800</u>	<u>20,800</u>			20,800
109,150	103,234	TOTAL INCOME	104,000	
		Less EXPENDITURE		
		<i>Executive & Management</i>		
33,000	36,761	Administration - Executive Officer	33,000	
14,000	16,405	- Treasurer	13,000	
-	2,000	Auditing	1,000	
9,500	11,797	Travelling Expenses - Executive	11,000	
4,000	3,517	Annual Meeting - Expenses	4,000	
600	262	- Annual Report	300	
<u>61,100</u>	<u>70,742</u>			62,300
		<i>Committees</i>		
4,000	7,045	Airworthiness Committee Expenses	7,000	
1,500	-	Airspace Committee Expenses	1,500	
10,000	1,182	Operations Officer Expenses	5,000	
2,500	2,500	National Membership - Register	2,500	
1,500	1,500	- Awards	1,500	
<u>19,500</u>	<u>12,227</u>			17,500
		<i>Representation</i>		
1,600	1,667	FAI Affiliation	1,700	
1,500	1,300	IGC International Representation	1,500	
1,000	965	Subscriptions	1,000	
<u>4,100</u>	<u>3,933</u>			4,200
		<i>Operating Expenses</i>		
500	-	CAA Charges	500	
2,750	2,279	Communications	2,500	
100	-	Depreciation	-	
500	-	Engineers Grants	-	
1,400	888	General Expenses	1,000	
1,300	1,180	Insurance	1,300	
500	312	Publications	500	
5,500	5,500	Website Development & Maintenance	2,000	
<u>12,550</u>	<u>10,159</u>			7,800
		<i>Grants & Concessions</i>		
6,200	2,968	Youth Schemes	3,000	
<u>6,200</u>	<u>2,968</u>			3,000

103,450	100,029	Expenditure Before Provisions	94,800
<i>Allocations to Special Funds</i>			
5,500	5,498	Promotions - Transfer Affiliation Fees	5,500
3,000	2,500	Instructors & Cross Country Courses	2,500
1,000	1,000	Tasman Trophy Fund	1,000
<u>9,500</u>	<u>8,998</u>		<u>9,000</u>
<u>112,950</u>	<u>109,028</u>	TOTAL EXPENDITURE	<u>103,800</u>
<u>- 3,800 -</u>	<u>5,794</u>	EXCESS INCOME OVER EXPENDITURE	<u>200</u>

Annual Subscriptions & Entrance Fees

In accordance with Rule 11, the Executive Committee recommends the following annual subscriptions and entrance fees for 2011-2012:

1. Annual Subscriptions:

(A) GNZ Full Members.

An affiliation fee at the rate of \$110.00 (including GST) for each flying member of the GNZ Full Member struck as follows;

- (i) Flying members on the Central Register at 31 October in any Year.
- (ii) Flying members joining between 1 November and 31 January = 100% of Affiliation Fee, joining between 1 February and 30 April = 50% of Affiliation Fee, and joining between 1 May and 30 June = 25% of affiliation fee.

The Annual Subscription for a new GNZ Full Member granted provisional membership by the Executive Committee shall be calculated according to (A) (ii).

A flying member, with membership of more than one GNZ Member, shall declare a primary GNZ Member through which the Affiliation Fee will be paid.

(B) GNZ Associate Members.

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

(C) GNZ Annual Group Members

An affiliation fee at the rate and struck as for one flying member of a GNZ Full Member except for the Air Training Corps Association of New Zealand, which shall pay a subscription at the rate equivalent to the affiliation fee for five flying members of a GNZ Full Member.

(D) GNZ Commercial Members.

- (i) An affiliation fee for each flying member of the GNZ Commercial Member at the rate and struck as for a GNZ Full Member.
- (ii) For Glide Omarama/Southern Soaring a combined fee of \$7,000 (plus GST). For the Sky Sailing Company a fee of \$1,100 (plus GST).
- (iii) For any other organisation admitted to GNZ Commercial Membership a fee set by the Executive Committee having regard to the membership application and/or business plan of the applicant for the year of application. Subsequent Subscriptions shall be set by AGM.

(E) GNZ Soaring Centre Members.

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

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

[Note: A 100% concession scheme shall continue to be available for junior members for the 2011/2012 year.]

2. Entrance Fees:

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

AFFILIATE MEMBER VOTES

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

Affiliate Member	Members	Votes	Affiliate Member	Members	Votes
Auckland Aviation SC	30	2	Nelson Lakes GC	37	2
Auckland GC	87	4	Norfolk Aviation SC	13	1
ATC Association	1	1	Omarama GC	38	2
Canterbury GC	86	4	Omarama Srng Centre		1
Central Otago FC	13	1	Otago GC (YGO)	8	1
Clutha Valley GC	6	1	Piako GC	65	3
Glide Omarama	10	1	Rotorua GC	4	1
Gliding Hawkes Bay & Waipukurau	26	2	Sky Sailing Co		1
Gliding Hutt Valley	16	1	South Canterbury GC	31	2
Gliding Manawatu	27	2	Southern Soaring	2	1
Gliding South	19	1	Taranaki GC	18	1
Gliding Wairarapa	25	1	Taupo GC	61	3
Hauraki AC	20	1	Tauranga GC	57	3
Kaikohe GC	10	1	Wellington GC	73	3
Marlborough GC	30	2	Whangarei GC	16	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 Championship: This is a decentralised competition aimed at encouraging cross-country flying. It is a distance event extending over the whole year and is run in two divisions; one for flights originating in the North Island and one for flights originating in the South Island. Pilots who have previously achieved a Gold distance flight are not eligible.

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

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

PAST AWARD WINNERS

The Angus Rose Bowl	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
2010 Brian Chesterman	2010 Roger Read