

GLIDING NEW ZEALAND ANNUAL REPORT 2018



Conference & AGM
9-10 June 2018

James Cook
Hotel Grand
Chancellor

**GLIDING NEW ZEALAND INCORPORATED
ANNUAL CONFERENCE & AGM 2018**

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WEEKEND PROGRAMME

SATURDAY – 9 JUNE 2018

Time	Session	Chair/Presenter
09:30 – 11:30 am	Annual General Meeting	Karen Morgan
11:30 – 12:00 pm	Update on membership development	Brian Sharpe
12:00 – 1:15 pm	Lunch	
1:15 – 2:15 pm	Update on evolution of the Training Programme	Martyn Cook
2:15 – 2:45 pm	Review of the Wellington trial of the training programme, including use of <i>taskPilot</i>	Brian Sharpe Martyn Cook
2:45 – 3:30 pm	Tea/coffee	
3:30 – 5:30 pm	Forum on club development and the Training Programme – consider these three questions:	David Jensen

- Q 1 Now that you've had an hour to think about the evolution of the Training Programme, what feedback or questions do you have?
- Q 2 What is the one thing your club could change to improve training and help retain your members? Those things that the club could change within its resource base, not the unattainable (like a fleet of Duo Discus gliders).
- Q 3 Think about the real "Stars" amongst your newer members in the last couple of years what made them stand out?

5:30 – 5:40 pm	General Business	From the floor
5:45	Cash bar opens	
6:15 – 6:45 pm	<i>"Teaching Hospitals to Fly" – bringing aviation safety practices into the operating theatre.</i>	Bob Henderson
6:45 – 7:30 pm	Cocktail food will be served, during which the Annual Awards will be presented from 7:00 pm	

SUNDAY – 10 JUNE 2018

10:00 am – 12:00 pm	Contest Pilots' meeting	Maurice Weaver
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ANNUAL GENERAL MEETING
Saturday 9 June 2018 – 9:30 am
Agenda

1. Apologies
2. Establishment of proxies
3. Matters Arising from minutes of the annual meeting 10 June 2017
4. Adoption of President's Annual Report
5. Adoption of financial statements for the year ended 31 March 2018
6. Umbrella Trust report
7. Adoption of Annual Reports of officers and committee chairs
8. Consideration of remits
9. Approval of budget for 2018-2019
10. Fixing of entrance fees and subscriptions for 2018-2019
11. Annual Group membership
12. Elections (nominees in brackets)

President	(Steve Wallace – nominated CLV)
Vice President	(David Hirst – nominated WLN)
Executive Member	(Tim Austen – nominated OGC)
13. Appointment of Auditor
14. General business
15. Date and venue of the next annual meeting
16. Closure

**Minutes of the Annual General Meeting Held at the
James Cook Grand Chancellor Hotel, Wellington
Saturday 10 June 2017, Commencing at 0930am**

PRESENT:

Executive Committee: Karen Morgan (President - Chair), Steve Wallace (Vice President), Laurie Kirkham (Treasurer), Max Stevens (Executive Officer), Nigel Davy, David Jensen and David Hirst (Committee).

Members represented: Auckland Aviation Sports, Auckland, Canterbury, Central Otago, Clutha Valley, Glide Omarama, Gliding Hawkes Bay & Waipukurau, Gliding Manawatu, Gliding Wairarapa, Greytown Soaring Centre, Marlborough, Masterton Soaring Club,

Matamata Soaring Centre, Omarama Gliding Club, Omarama Soaring Centre, Piako, South Canterbury, Taranaki, Taupo, Tauranga, Wellington and Youth Glide NZ.

Committees and officers represented: Airspace, Airworthiness, Awards, Central Register, Coaching, NZ Aviation Federation, Operations, Promotions & Marketing, Quality, Sailplane Racing, and Webmaster.

APOLOGIES:

Ralph Gore.

PROXY:

Terry Jones for Central Otago Flying Club and Kevin Bethwaite for Marlborough were admitted as proxies.

MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 11 JUNE 2016:

Nil.

ADOPTION OF PRESIDENT'S ANNUAL REPORT:

On the motion of Clutha Valley, seconded by Auckland, the report was **adopted**.

ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2017:

The year resulted in a deficit of \$13,878, \$13,000 of which was the Promotions Fund.

General Fund

The deficit for the General Fund was \$2,329.

With the introduction of the new fee structure a more detailed breakdown of affiliation fees has been shown. Overall Affiliation Fees were on budget. Commercial/Associate fees were unchanged when glider fees were taken into account.

Of the 349 gliders on the register at 31 October, 308 were invoiced to clubs and 41 were for resigned members who were invoiced direct. This invoiced prompted 5 members to join a club. 4 invoices were credited for various reasons, and an allowance was made for 7 doubtful debts; overall a 97% collection rate. It was a very thorough exercise and the President telephoned the final dozen unpaid, assisting with advertising gliders for sale and connected sellers with potential buyers, with a view to getting more gliders flying rather than just sitting deteriorating in their trailers.

GNZ received a grant from the Umbrella Trust to assist with the new Coaching Program.

Youth Glide fees collected were paid to Youth Glide NZ, as seen in expenses.

Airworthiness costs were up on the year before due to the excellent wood & fabric workshop organised by the NAO.

CAA costs were for the aerobatics exemption and routine Part 149 audit.

Coaching was a big part of the Sport NZ funding proposal but the contracted Head Coach had to leave prematurely for personal reasons, leaving unspent funds.

Communications related to the website. The webmaster moved the website to a new platform which resulted in savings in hosting.

Concessions to youth for the first part of the year was the magazine, then with the new fee structure the concession was the \$30 YGNZ fee for those under 26 and working, which is included in their GNZ affiliation fee.

Flight Instruction Tools is the work on development of the training syllabus by Martyn Cook of the Wellington club.

IGC Representation is now by proxy to the Australian representative, thereby saving on travel.

Operations Committee was a full team this year, enabling the backlog in club audits to be cleared. The team also got together in Wellington with Martyn Cook, the President and the Executive Officer to discuss the new training syllabus proposals. The expenses were the officers travel costs.

Soaring NZ magazine ran at a surplus of \$1,400 which helped to pay the extra cost of administering this.

The new fee structure produced extra work last year for the Treasurer, with quite a bit of liaison with Youth Glide, and a lot of extra work with administering the glider fee. Some of this was one-off and some will be ongoing.

Promotions Fund

Income from donations drop off a little each year, the main contribution now being the transfer of \$3.50 per affiliation fee.

The fund paid for the cost of the A & B badges and one World Record claim. Promotional Advertising was the video coverage of the Benalla World Gliding Championships, plus a contribution towards team uniforms for both Lithuania and Benalla World Championships.

Promotional copies of the magazine are distributed by the Executive members. Our Promotions & Marketing Manager is now on a contract of \$3k/year, plus travel costs.

Travel cases were bought for the two new trophies purchased in 2015.

Web development was the cost for the Webmaster to complete the first stage of the Web Application platform.

Instructors Fund

GNZ is no longer receiving a distribution from the NZ Aviation Federation that previously provided the income for the Instructors' Fund. There were no claims on the fund for instructor courses last year, leaving \$5k in the fund.

Tasman Trophy Fund

The usual \$1,500 transfer from affiliation fees, and no costs last year.

Balance Sheet

Prepayments related to transactions that went through last financial year but pertain to this financial year. In assets, travel prepayments were Executive travel expenses that pertain to this year but booked and paid for last financial year. In liabilities, for Soaring NZ it was the two winter issues that fall into the following financial year. For Sport NZ, their funding year is July to June, prepayment being the Apr-June portion.

Loans Fund: Nelson paid off their loan in full last year. The loans are reducing each year and any surplus is being transferred to the Umbrella Trust as part of the gifting program. \$28k was transferred last year leaving \$31k to be transferred.

Audit

The financials have been audited with no issues and no changes from those published in the booklet.

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

UMBRELLA TRUST REPORT

Interest from Club Loans has increased while interest from investments have decreased, reflecting more of the funds being out in Club Loans. International events impacted on the portfolio last year which returned just under 3%. Since inception the portfolio has achieved an average of 6.4% net per annum, which is considered reasonable for a conservative portfolio in the current low interest environment. Trustees enquired if the investment should change to a slightly higher returning portfolio with a little more risk, but were advised the returns would be more volatile with some years going negative. This would make the Trust fund very difficult to manage.

Last year the bank established its own Managed Fund aimed at reducing overall risk and achieving a slightly greater return. With this comes an increase in management fees to 0.54% because the portfolio is moving towards more international assets which are more expensive to manage.

The Trust's expenses are inclusive of GST as the entity is not registered for GST. At the Trustees request the Treasurer's expenses were broken down into Accounting, Loans and Secretarial. Overall the fees were down on the previous year because of less work on loans.

Grants

There were many grants last year, the main one being \$25,000 to assist the team selected to fly the World Championships in Benalla, which had been anticipated for several years. Whenever the trustees assess grants, they try to anticipate funds required for upcoming events and keep money aside for these. Although it may appear that unearned funds have been granted, the income statement does not show grant funds brought forward, so in the AGM booklet a separate spreadsheet is included showing funds brought forward, which is used by the trustees when assessing grants.

Club Loans

A \$100,000 loan was approved to Canterbury Gliding Club for their new tow plane. The loan was not drawn down until this financial year which is why there was so much money sitting in the on-call account.

Taranaki principal repayments have been well ahead of schedule, and as the club had other priorities, they asked for a holiday from principal last year.

Meanwhile Wellington was in a position to make an early repayment of their 2017/18 principal.

Audit

The Trust financials have been audited with no issues and no changes from those published in the booklet.

The report was **adopted** on the motion of Auckland, seconded by South Canterbury.

ADOPTION OF ANNUAL REPORTS OF OFFICERS & COMMITTEES:

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

Additional comments were made as follows:

Canterbury has had a good result in petitioning for airspace west of Christchurch, with two new areas to be effective from November 2017. The Airspace Committee will be working with Nelson Lakes to secure better airspace access south of Nelson.

CONSIDERATION OF REMITS:

Executive Committee

That constitutional Rule 40 be amended to read:

“The liability of each Constituent Member is restricted to the payment of entrance fees, annual subscriptions and any further levy such as an aircraft fee authorised by the Association in General Meeting and to the repayment of outstanding interest and loans made by the Association to a Member.”

Comment: In accordance with Rule 48, changes to the constitution require a two-thirds majority vote at an AGM.

Background: In fixing the annual subscriptions for 2016-2017 in accordance with Rule 11, the 2016 AGM, by a majority of more than 3 to 1, approved the Executive's recommendation to reduce the flying member affiliation fee and to introduce an aircraft fee for each glider on the NZ register. Rule 11 is simply the mechanism for fixing fees, not a rule setting out the liability for payment of fees. Rule 40 sets out the latter, and includes provision for a levy. By inserting the words underlined as above, the amendment will make it clear that the aircraft fee is a levy under the Constitution. This to be further clarified when setting the 2017-2018 fees, later in the agenda.

The remit was seconded by Canterbury and, after brief discussion, was put to the meeting and **carried** almost unanimously on a show of hands.

Piako Gliding Club

That Gliding New Zealand should abolish the aircraft fee on each glider that was established last year.

Comment:

- Ideally, enthusiastic glider club members would pay their annual fees after the club AGM without delay. In practice, generating the annual fees for the various membership classes requires several rounds of invoicing, reminders and calls. Glider ownership is often complicated, with multiple owners in different clubs or inactive pilots that are not currently affiliated with GNZ. Administering the new fee is an unwelcome additional burden on volunteer club treasurers and a source of friction between clubs and their members.
- The aircraft fee does nothing to address the basic problem of increasing costs of operations spread over declining membership base. Most glider owners are already affiliated with GNZ, so there is no new or additional source of revenue arising from the new aircraft fee. It merely redistributes the pain in a slightly different manner.
- It has been argued that some of GNZ's costs are associated with glider ownership, and therefore glider owners were unfairly subsidised by non-owners. For this year, the whole budget for the Airworthiness Committee is \$4500, or less than 3% of GNZ's planned expenditure. If there was full compliance with the new fee, 348 gliders currently on the register @ \$95/glider would generate fees of \$33060, or more than 20% of GNZ's budget. Under the new system glider owners must also contribute to the aircraft fee for club gliders that are mainly flown by non-owners, in addition to paying for their own glider. The aircraft fee therefore creates a much greater imbalance between owners and non-owners than existed previously.
- The new aircraft fee is not consistent with the GNZ rules. According to the GNZ constitution: *The Entrance Fees and Annual Subscriptions payable by each class of*

membership shall be fixed by the Annual General Meeting on the recommendation of the Executive. There is no provision in the GNZ rules to charge a mandatory aircraft fee.

The remit was seconded by Auckland. Considerable discussion followed, revealing opposing views on the fairness of the aircraft fee and the additional burden placed on club treasurers. Several present thought the new system should run for a little longer, so that it can better integrate with club invoicing systems. When put to the meeting the remit was **lost** on a show of hands by 17 votes to 4.

APPROVAL OF BUDGET FOR 2017-2018:

Costs were expected to be much the same as budgeted last year.

With falling membership, the budget needed to be based on an increase to the affiliation fees and the aircraft fee by \$5 to \$100 in order to cover costs.

The increased budget for the Treasurer reflected the extra cost in managing the aircraft fee, which was not budgeted for last year because the outcome of the 2016 remit was unknown at the time of budget preparation and part of the work would be one-off.

Continued work on the training syllabus was budgeted. The Coaching Program and Youth Soaring Development related to the Sport NZ Grant.

The item, Concessions granted to Youth, was Youth Glide NZ fees for under 26 years of age and working, which are paid out of their GNZ affiliation fees. The free GNZ affiliation fees for youth are not reflected in the financials because there is no monetary transaction, meaning that GNZ is supporting Youth Glide NZ much more than the financials indicate.

On the motion of Auckland, seconded by Taupo, the budget was **approved**.

FIXING OF ENTRANCE FEES & SUBSCRIPTIONS FOR 2017-2018:

Rules 11 and 40 require the AGM to fix the annual subscriptions and entrance fees payable by each class of membership on the recommendation of the Executive.

Having regard to the budget, the Executive recommended for 2017-2018 an increase in the flying member affiliation fee to \$100.00 (incl GST) and an increase in the aircraft levy to \$100.00 (incl GST), as follows:

1. Annual Subscriptions and Aircraft Levy:

(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 each 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 for each flying member 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 \$7,200 (plus GST), which includes the aircraft levy as struck in (F) below.*
- (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.

(F) Aircraft on the NZ register with nationality and registration marks ZK-Gnn at 31 October each year, a levy of \$100.00 (including GST).

[Definitions: For the purposes of determining liability for the payment of a GNZ affiliation fee, a flying member is as defined in Appendix 1-B of the GNZ MOAP. Similarly, 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.]

2. Entrance Fees:

An organisation admitted to membership of GNZ shall pay an entrance fee of \$120.00 (including GST), payable on granting provisional or confirmed membership.

The Executive's recommendation was seconded by Hawkes Bay, put to the vote and **approved** on a show of hands.

ANNUAL GROUP MEMBERSHIP:

The meeting was advised that the Annual Group Memberships of the NZ Air Training Corps Association of NZ and the Masterton Soaring Club had been renewed by the Executive for a further year in accordance with Rule 7(c).

ELECTIONS TO EXECUTIVE COMMITTEE:

Steve Wallace (Vice President), Nigel Davy and David Jensen had completed their terms. Karen Morgan (President) and David Hirst each had one year remaining on their terms.

Accordingly, nominations had been invited and received for Vice President and two Members as follows:

Vice President	Steve Wallace	2-year term	Nominated by Matamata Soaring Centre
Executive Member	Nigel Davy	2-year term	Nominated by Omarama GC
Executive Member	David Jensen	2-year term	Nominated by Clutha Valley GC

With acclamation, the nominees were declared elected for the specified terms.

APPOINTMENT OF AUDITOR:

On the motion of Auckland, seconded by Central Otago, the firm of Mead Stark, Chartered Accountants of Wanaka, was **appointed** as auditor.

GENERAL BUSINESS:

A comment from the floor was that the benefits achieved by the expenditure on coaching needs to be measured.

The Executive response was that the online system currently being built will provide data over time.

2018 ANNUAL MEETING:

It was agreed that the next meeting should be held in Wellington on 9 June 2018.

Clubs were again invited to propose alternative arrangements.

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

Read and adopted as a true and correct record this 19th day of August 2017.



Chairman

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	37	2	Masterton Srng Club	5	1
Auckland GC	75	3	Matamata Srng Centre	-	1
Canterbury GC	61	3	Nelson Lakes GC	19	1
Central Otago FC	14	1	Norfolk Aviation SC	9	1
ATCANZ	-	1	Omarama GC	36	2
Clutha Valley GC	3	1	Omarama Srng Centre	-	1
Glide Omarama	34	2	Piako GC	55	3
Gliding Hawkes Bay & Waipukurau	25	1	Rotorua GC	6	1
Gliding Hutt Valley	5	1	South Canterbury GC	15	1
Gliding Manawatu	32	2	Taranaki GC	16	1
Gliding Wairarapa	15	1	Taupo GC	42	2
Greytown Srng Centre	-	1	Tauranga GC	37	2
Kaikohe GC	14	1	Wellington GC	54	3
Marlborough GC	21	1			
			Total	631	41

Note: The membership numbers above are flying members as at 31 October 2017. The total of 631 increased to 696 by 31 March 2018.

PRESIDENT'S ANNUAL REPORT

This meeting marks the end of my time in the hot seat. At times it has been a very good place to be, and at other times it has been challenging. I have met some fantastic people, some hostility, some kindness, some joy and much sadness over the four years. It is an interesting and variable role, which is a significant load on top of my employment and other voluntary roles. It would be completely impossible if it wasn't for Max Steven's support, knowledge, efficiency and expertise, and the help of the Executive, the GNZ committees and volunteers. Thanks to everyone who helped me along the way.

We are learning a lot about communication. I was lucky that I learned to fly in a club that respected GNZ's role, and I was inducted into attending GNZ events early in my flying career. It is clear that lots of our members really don't know what GNZ does for them, and therefore they see us just as a cost rather than an enabler. You will have noticed that we have opened up communication directly from the Executive to every club member with a valid email address. This report will be sent to every one of you! Brian Sharpe has other ideas to improve our communications directly with you all so I expect many of you will meet him and/or his new team in the next 18 months.

This year's work has largely been a consolidation of projects started the year before. Coaching has made a tentative start in the South Island, with G Dale having trained two groups of prospective coaches. The goal is to keep people in the sport longer, and make their time with us more enjoyable and rewarding. Brian Savage's *taskPilot* is thought to be an ideal match with coaching, for those who want purposeful goals in their flying (and your results can be private if you prefer). Tim Bromhead has sorted out the on-line part of record keeping, so now it is up to the pilots and coaches to make it work. Coaching is going to take a fair bit more effort before it really bears fruit, but Steve Wallace is committed to it, so it's a case of 'watch this space'.

The big change of having a 'glider fee' as part of our core funding is settling in. We are pleased to have collected most fees this year. Following up overdue amounts was an interesting opportunity to talk to some members who I have not met before, as I attempted to explain the whys and wherefores of the glider fee and even why GNZ exists. Some glider owners made some reasonable arguments why it should not apply to their non-flyable gliders; hence a remit on this subject has been raised by the executive.

Martyn Cook is continuing his development of the training syllabus, which has completed two years of trials at Wellington. Canterbury has recently become the next trial site. We want the best resources to make teaching successful for both the student and instructor, and this will take thought and planning. Over the next couple of years you shall see results.

2016's story about the development of a new site for the Wellington GC is continuing to show handsome results. The club is building its training centre now, and the number of new members is so high that they are coming close to having to stop taking members for a period to allow the instructors to teach the existing students. This club is a great example of teamwork turning a negative situation into a positive outcome, when handled the right way.

Youth Glide has run a number of successful mini camps as well as the main camp in Omarama, and we are seeing good results from this part of our membership. I am certain that the energy and resourcefulness of this group is reflected in the very pleasing statistics this year, which shows that GNZ has had an increase both in absolute membership numbers, and in the gender split, with the number of women having risen to 8.3% of the total membership. It was a woohoo moment for me, as this is real progress on a figure that always hovered around 5% to nearly 6%. Increasing the number of women recruited

and retained in the sport is one of our long-term goals in our strategic plan, but the work to make this successful is being done at club and camp level. You will find the detailed statistics later in the report.

Last year we were seeking a volunteer or more to help with material to put on the website and Facebook. Genny Healey has stepped up splendidly for Facebook, but the website would benefit from another keen person please.

Looking ahead, we see flight following of cross country pilots as an increasing issue. Pilots cannot head off flying without anyone knowing where they might be. There are several technical options including Flarm and SPOT, both of which can easily be watched from ground via the GNZ websites. How is your club managing this?

I would like to thank my Executive members, Steve, David, Nigel, David, Tim, Brian, Max and Laurie, for another year of great work. Max Stevens is an amazing Executive Officer. No-one else can do what he does, as his breadth of knowledge is astonishing and his patience is great. The Executive of GNZ make an excellent sounding board for ideas and they carry out projects to the best of their abilities. Laurie Kirkham deals with our finances and the repetitive tasks in a superbly efficient manner and we are lucky to have someone with such a depth of knowledge of gliding – it is rare in the accounting profession.

The GNZ officers and committees fill a critical role, dealing with problems and issues or just getting the work done. From airspace, awards, operations, airworthiness, sailplane racing, coaching, promotions & marketing, central register, quality, and webmaster, key volunteers make an impact. The GNZ committees are working well although facing real challenges, particularly once again in Airspace. The Trustees of the Umbrella Trust had a quieter year after paying out record funding for the Benalla Worlds, while again contending with the investment returns impacted by world events in the second half of the year. GNZ relies on all the people whose efforts are in the reports that follow mine, so thank you to you all.

Best of luck to Steve Wallace, who is taking the baton. Please support him as you did me.

Karen Morgan, President

GNZ Officers & Committees 2017-2018

<i>Executive:</i>		<i>Airspace:</i>	
President	Karen Morgan	Chairman	Trevor Mollard
Vice President	Steve Wallace	Northern	Ralph Gore
Member	Nigel Davy		Russell Thorne
Member	David Jensen	Central	Tony Passmore
Member	David Hirst	Southern	Kevin Bethwaite
Treasurer	Laurie Kirkham	<i>Sailplane Racing:</i>	
Executive Officer	Max Stevens	Chairman	Maurice Weaver
Quality Manager	Terry Jones	Member	Rob Lyon
Auditor	Mead Stark	Member	Gavin Wills
<i>Operations:</i>		Member	Milan Kmetovics
NOO	Steve Care	Member	Vacant
Northern ROO	Peter Thorpe	<i>National Head Coach</i>	
Central ROO	David Hirst	Northern Region	G Dale
South Island ROO	Graham Erikson	Central Region	Paul Schofield
Airworthiness NAO	Martyn Cook	Southern Region	Mark Wilson
Awards Officer	Edouard Devenoges		David Hirst
Central Register Mgr	Laurie Kirkham	FAI Delegate	Nigel Davy
Webmaster	Tim Bromhead	NZAF Delegate	Max Stevens
Promotions	Brian Sharpe	YGNZ Rep	Tom Davies
		Medical Advisor	Tim Austen
			Tom Milliken

GLIDING NEW ZEALAND INCORPORATED

INCOME STATEMENT

For the year ended 31 March 2018

		Allocation of income items to internal funds									
<i>Total 2017</i>		Total 2018	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		
			2018	2017	2018	2017	2018	2017	2018	2017	
	INCOME										
	Affiliation Fees										
6,717	Commerical/Associate etc	7,200	7,200	6,717							
27,922	Gliders	28,213	28,213	27,922							
52,652	Members	54,686	50,985	49,212	2,201	1,940			1,500	1,500	
1,487	Youth Glide NZ	2,191	2,191	1,487							
88,778	Total Affiliation Fees	92,290	88,589	85,338	2,201	1,940	-	-	1,500	1,500	
1,700	Donations	1,515			1,515	1,700					
587	Engineers Fees	687	687	587							
2,000	Grant Received	-		2,000							
5,926	Interest Received	5,488	5,159	5,116	329	810					
46,147	Soaring NZ Subscriptions	49,001	49,001	46,147							
15,000	Sports NZ Grant	15,000	15,000	15,000							
597	Surplus on Sales of Badges etc	773	773	597							
\$160,735		\$164,754	\$159,209	\$154,785	\$4,045	\$4,450	-	-	\$1,500	\$1,500	
These financial statements are subject to audit.											

GLIDING NEW ZEALAND INCORPORATED
INCOME STATEMENT
For the year ended 31 March 2018 (continued)

Total 2017		Total 2018	Allocation of expense items to internal funds								
			GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		
			2018	2017	2018	2017	2018	2017	2018	2017	
	EXPENDITURE										
1,600	Auditing	1,600	1,600	1,600							
3,632	AGM Expenses	4,055	4,055	3,632							
178	Airspace Committee Expenses	187	187	178							
6,536	Airworthiness Committee	3,353	3,353	6,536							
386	Annual Report	1,047	1,047	386							
2,500	Awards Officer's Expenses	2,500	2,500	2,500							
5,063	Civil Aviation Charges	556	556	5,063							
3,545	Coaching & XC Training	6,480	6,480	3,545							
1,495	Communications	225	225	1,495							
2,397	Concessions Granted to Youth	815	815	2,397							
11,750	Executive's Travelling Expenses	10,303	10,303	11,750							
32,963	Executive Officer's Remuneration	31,601	31,601	32,963							
1,724	FAI Affiliation Fees	1,814	1,814	1,724							
400	FAI Awards	467			467	400					
-	First Competition Award	250			250						
5,040	Flight Instruction Tools	5,040	5,040	5,040							
486	General Expenses	309	309	486							
-	IGC Representation	-									
1,315	Insurance	1,045	1,045	1,315							
3,200	National Membership Register	3,200	3,200	3,200							
6,076	Operations Officers' Expenses	2,836	2,836	6,076							
6,685	Promotional Advertising	4,218			4,218	6,685					
348	Promotional Copies of "Soaring NZ"	413			413	348					
3,878	Promotions & Marketing Manager	4,478			4,478	3,878					
-	Sailplane Racing Committee Expen	-									
44,709	Soaring NZ Magazines	46,719	46,719	44,709							
948	Subscriptions	1,255	1,255	948							
-	Tasman Trophy Expenses	-									
-	Training Course Contributions	-									
17,084	Treasurer's Remuneration	12,164	12,164	17,084							
1,639	Trophies	-				1,639					
4,550	Website Development	3,825	3,825			4,550					
1,487	Youth Glide NZ Affiliation Fees	2,191	2,191	1,487							
3,000	Youth Soaring Development	3,600	3,600	3,000							
174,614		156,546	146,720	157,114	9,826	17,500	-	-	-	-	
	EXCESS/(DEFICIT) OF INCOME										
(\$13,878)	OVER EXPENDITURE	\$8,208	\$12,489	(\$2,329)	(\$5,781)	(\$13,049)	-	-	\$1,500	\$1,500	

These financial statements are subject to audit.

GLIDING NEW ZEALAND INC

**STATEMENT OF MOVEMENTS IN EQUITY
For the year ended 31 March 2018**

Allocation of income and expense items to internal funds												
Total 2017		Total 2018	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		Operations Officers Fund	
			2018	2017	2018	2017	2018	2017	2018	2017	2018	2017
210,374	Opening Balance - 1 April 2017	196,496	153,304	155,633	14,934	27,983	5,361	5,361	11,796	10,296	11,100	11,100
(13,878)	Excess/(Deficit) of Income over expenditure for 2017/18	8,208	12,489	(2,329)	(5,781)	(13,049)	-	-	1,500	1,500	-	-
\$196,496	Closing Balance - 31 March 2018	\$204,704	\$165,793	\$153,304	\$9,153	\$14,934	\$5,361	\$5,361	\$13,296	\$11,796	\$11,100	\$11,100

These financial statements are subject to audit.

BALANCE SHEET as at 31 March 2018

Total 2017		Total 2018
\$196,496	Accumulated Funds	\$204,704
	Represented by:	
	Current Assets	
50,857	BNZ - Current Accounts	125,114
203,548	BNZ - Short Term Deposits	141,031
678	Executive Travel Prepayments (Note 2)	-
2,853	Sundry Debtors	3,213
2,394	Stocks of Badges, Ropes etc	2,695
260,331	Total Assets	272,052
	Less Current Liabilities	
35,465	Sundry Creditors	40,355
24,620	Soaring NZ Prepayments (Note 3)	23,244
3,750	Sports NZ Prepayment (Note 4)	3,750
63,835	Total Liabilities	67,349
\$196,496	Net Assets	\$204,704

The allocation of these accumulated funds over the various internal funds is shown in the above Statement of Movements in Equity

Signed on behalf of the Executive Committee

Karen Morgan
President

These financial statements are subject to audit.

GLIDING NEW ZEALAND INC NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2018

NOTE 1 – STATEMENT OF ACCOUNTING POLICIES:

Reporting entity: Gliding New Zealand Inc is an entity incorporated under the Incorporated Societies Act 1908. The financial statements are general purpose financial statements which have been prepared according to generally accepted accounting practices.

Measurement base: The general accounting principles recognised as appropriate for the measurement and reporting of earnings and financial position on an historical cost basis have been followed in the preparation of these financial statements. Accrual accounting is used to recognise expenses and revenues when they occur.

Changes in accounting policies: There have been no changes to accounting policies in the year to 31 March 2018.

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

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

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

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

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

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

Related party transactions: Executive Member, Nigel Davy, was the applicant to the Gliding NZ Umbrella Trust on behalf of Omarama Gliding Club which received a grant of \$2,500 for a Mentoring/Coaching Programme during the South Island Regionals 2017.

Vice President, Steve Wallace, was the applicant to the Gliding NZ Umbrella Trust on behalf of the Matamata Soaring Centre which received a grant of \$2,000 for a Coaching Programme during the Multi Class Nationals 2018. Gliding NZ also contributed \$1,000 towards this Programme.

Youth Glide representative Tim Austen is the President of Youth Glide NZ which received various grants from the Gliding NZ Umbrella Trust: \$2,000 for Youth Soaring Development Camp Dec 2017, \$2,000 for their various Youth Soaring camps held throughout the 2017/18 year, and \$3,000 for the production of a promotional Youth Glide video.

Executive Member, David Hirst, and EO, Max Stevens, are members of Wellington Gliding Club which has a loan from the Gliding NZ Umbrella Trust.

During the year two Executive Committee members received remuneration for their services. They are both independent contractors who invoice the organisation for their services. During the year payments totalling \$31,601 (2017 \$32,963) were paid to Max Stevens and \$12,164 (2017 \$17,084) to Laurie Kirkham.

NOTE 2 – EXECUTIVE TRAVEL PREPAYMENTS: A sum of \$nil (2017 \$678) paid in respect of travel booking pertaining to the 2018/19 year.

NOTE 3 – SOARING NZ PREPAYMENTS: A sum of \$23,244 (2017 \$24,620) received in respect of 2 of 4 magazine issues to 31 October 2018 has been held over until the 2018/19 year.

NOTE 4 – SPORTS NZ PREPAYMENT: A sum of \$3,750 (2017 \$3,750) received in respect of the three months to 30 June 2018 has been held over until the 2018/19 year.

NOTE 5 – CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES: There are no capital commitments or contingent liabilities as at 31 March 2018 (2017 \$nil).

GLIDING NEW ZEALAND LOAN FUND TRUST			
FINANCIAL STATEMENTS for the year ended 31 March 2018			
INCOME STATEMENT for the year ended 31 March 2018			Notes to the financial statements
2017		2018	Reporting entity
	Income		The Gliding New Zealand Loan Fund Trust has operated for a significant number of years as a Trust Board, separate and distinct from Gliding New Zealand Incorporated, but there is no record of any formal trust deed being held. During this time the trustees have provided loans and grants in the name of each of the original benefactors to promote the sport. This informal trust is in the process of being wound up and funds are being progressively gifted to the Gliding New Zealand Umbrella Trust as a new Trust to administer these funds.
2,020	Interest from Loans to Clubs	1,000	
2	Interest from Bank Deposits	1	
<u>2,022</u>	Surplus for the year	<u>1,001</u>	
59,645	Accumulated Funds Brought Forward	33,666	
(28,000)	Less Gifting to Gliding NZ Umbrella Trust	(24,500)	Accounting policies
<u>\$33,666</u>	Accumulated Funds Carried Forward	<u>\$10,167</u>	The financial statements of the Gliding New Zealand Loan Fund Trust are general purpose financial statements which have been prepared according to generally accepted accounting practices. The general accounting principles recognised as appropriate for the measurement and reporting of earnings and financial position on an historical cost basis have been followed in the preparation of these financial statements. Accrual accounting is used to recognise expenses and revenues when they occur.
2017		2018	
	Loans to Clubs		Specific accounting policy
20,000	Tauranga Gliding Club	10,000	The following specific accounting policies which materially affects the measurement of financial performance and financial position has been applied.
10,000	Wanganui-Manawatu Gliding Club	-	
<u>30,000</u>		<u>10,000</u>	Loans - Loans are stated at their estimated realisable value after due allowance, if required, for amounts considered uncollectable.
	Other Assets		Revenue - Interest is recognised when earned.
3,640	BNZ Current Account	210	
248	Accrued Interest	106	
(222)	Accounts Receivable	(149)	Gifting to Gliding NZ Umbrella Trust
<u>33,666</u>	Total Assets	<u>10,167</u>	The Loan Fund has been gifted to GNZUT in accordance with gifting documents dated 11 August 2012, 19 November 2012 and 12 June 2016. From October 2012 onwards, as the Loan Fund's term investments matured and Club Loans were paid off, the funds were transferred to GNZUT with a total of \$436,000 of the \$443,000 gifted to date transferred at balance date. The remaining funds will be transferred as existing Club Loans are paid off. The funds have been gifted to the GNZUT "on the proviso that they will be used primarily for making loans to gliding clubs in New Zealand to assist with the purchase of significant capital assets such as gliders, with the option for the trustees to use these funds for other purposes for the benefit and promotion of the sport of Gliding in New Zealand should there be no demand for loans to gliding clubs".
-	Less Liabilities	-	
<u>\$33,666</u>	Net Assets and Accumulated Funds	<u>\$10,167</u>	
Signed on behalf of the Trustees			
Karen Morgan			
President			These financial statements are subject to audit.

GLIDING NEW ZEALAND UMBRELLA TRUST

INCOME STATEMENT

For the year ended 31 March 2018

Total		Total	Georgeson Trust		GNZ Roake Trust		GNZ World Champs Fund		Matamata XC Training Trust		Pryde Trust		Rix Trust		Youth Glide Omarama		Rothmans Trust (GNZ Loans Fund)	
			2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017
	INCOME																	
980	Competition Levies	1,240									1,240	980						
6,606	Interest from Club Loans	9,414															9,414	6,606
2,396	Interest from Investments	2,012	284	318	444	515	137	164	90	102	162	204	121	149	153	169	620	775
29,080	Portfolio Income	37,458	5,282	3,858	8,262	6,255	2,559	1,995	1,673	1,233	3,024	2,477	2,258	1,806	2,851	2,048	11,549	9,407
39,061		50,124	5,566	4,176	8,706	6,770	2,697	2,159	1,762	1,335	4,426	3,661	2,379	1,954	3,005	2,217	21,583	16,788
	OUTGOINGS																	
1,466	Audit	1,466																
	Accounting & Secretarial																	
3,202	Accounting	2,638																
327	Loans	525																
3,302	Secretarial	3,359																
6,831		6,521																
40	Bank Fees	40																
7,427	Portfolio Fees	7,664																
1,516	Portfolio Taxes	932																
7	Postage & Stationery	16																
90	Travel Reimbursements	90																
17,377		16,730	1,864	1,948	2,915	3,157	903	1,007	590	623	1,086	1,266	797	912	1,006	1,034	7,569	7,431
21,684	NET INCOME before Grants	33,394	3,702	2,229	5,791	3,613	1,794	1,152	1,172	712	3,341	2,395	1,582	1,043	1,998	1,183	14,014	9,357
36,140	Grants Awarded	15,500	1,600	2,000	2,000	10,000	0	4,890	0	1,000	2,000	10,500	0	5,750	2,400	0	7,500	2,000
(14,456)	NET INCOME after Grants	17,894	2,102	229	3,791	(6,387)	1,794	(3,738)	1,172	(288)	1,341	(8,105)	1,582	(4,707)	(402)	1,183	6,514	7,357

These financial statements are subject to audit.

GLIDING NEW ZEALAND UMBRELLA TRUST

STATEMENT OF MOVEMENTS IN EQUITY

For the year ended 31 March 2018

Total		Total	Georgeson Trust		GNZ Roake Trust		GNZ World Champs Fund		Matamata XC Training Trust		Pryde Trust		Rix Trust		Youth Glide Omarama		Rothmans Trust (GNZ Loans Fund)	
			2018	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
1,026,091	Opening balance - 1 April 2017	1,039,635	118,569	118,340	185,467	191,854	57,445	61,182	37,545	37,833	67,879	75,984	50,678	55,385	64,009	62,825	458,044	422,688
28,000	Gifts Received	24,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,500	28,000
1,054,091		1,064,135	118,569	118,340	185,467	191,854	57,445	61,182	37,545	37,833	67,879	75,984	50,678	55,385	64,009	62,825	482,544	450,688
39,061	Income	50,124	5,566	4,176	8,706	6,770	2,697	2,159	1,762	1,335	4,426	3,661	2,379	1,954	3,005	2,217	21,583	16,788
17,377	Less: Share of Expenses	16,730	1,864	1,948	2,915	3,157	903	1,007	590	623	1,086	1,266	797	912	1,006	1,034	7,569	7,431
36,140	Grants Awarded	15,500	1,600	2,000	2,000	10,000	0	4,890	0	1,000	2,000	10,500	0	5,750	2,400	0	7,500	2,000
- 14,456	Net Surplus (Deficit)	17,894	2,102	229	3,791	(6,387)	1,794	(3,738)	1,172	(288)	1,341	(8,105)	1,582	(4,707)	(402)	1,183	6,514	7,357
1,039,635	Closing balance - 31 March 2018	1,082,029	120,671	118,569	189,257	185,467	59,238	57,445	38,717	37,545	69,220	67,879	52,260	50,678	63,607	64,009	489,059	458,044

These financial statements are subject to audit.

BALANCE SHEET as at 31 March 2018

Total	Total
2017	2018
1,039,635	1,082,029
100	100
1,039,735	\$1,082,129
Represented by:	
Current Assets	
117,366	48,372
45,254	56,741
750,718	779,580
378	755
214	1,226
913,931	886,675
Long Term Assets	
-	85,000
10,100	9,600
116,000	101,500
126,100	196,100
1,040,031	1,082,775
Liabilities	
295	645
1,039,735	\$1,082,129

The allocation of these accumulated funds over the various trust funds is shown in the above Statement of Movements in Equity.

Signed on behalf of the Trustees

Mark Tingey

Chairman

These financial statements are subject to audit.

GLIDING NEW ZEALAND UMBRELLA TRUST

INCOME AVAILABLE FOR GRANTS

Income and grants for each Fund is monitored in accordance with the donees' wishes. The Trust Deeds don't allow capital to be used for grants; some Funds allow 100% of income to be used for grants while other Funds only allow 50% to be used for grants with the balance going to grow the capital base of the Fund. This is monitored per the spreadsheet below, with any unused grant funds carried forward for future years. The exception is the Rothmans Trust (GNZ Loans Fund) which isn't carried forward, and can only be used for grants if not required for club loans.

Year Ended		TOTAL	Georgeson Trust	GNZ Roake Trust	GNZ World Champs Fund	Matamata XC Training Trust	Pryde Trust	Rix Trust	Youth Glide Omarama	Rothmans Trust (GNZ Loans Fund)
	<i>% Available for Grants</i>		50%	50%	100%	50%	100%	100%	100%	50%
2018	Net Income before Grants	33,394	3,702	5,791	1,794	1,172	3,341	1,582	1,998	14,014
	Income Available for Grants	21,054	1,851	2,895	1,794	586	3,341	1,582	1,998	7,007
	Plus Balance B/f 2017	10,422	1,711	1,281	321	(227)	1,317	1,306	4,713	0
	Less Grants Awarded	15,500	1,600	2,000	0	0	2,000	0	2,400	7,500
	Available for Grants - bal c/f	15,976	1,962	2,177	2,114	359	2,658	2,889	4,311	(493)

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Umbrella Trust – Trustees 2017-18

Chairman Mark Tingey

Karen Morgan

Grae Harrison

Hadleigh Bognuda

Roland van der Wal

Secretary/Treasurer Laurie Kirkham

Loans Officer Tom Davies

GLIDING NEW ZEALAND UMBRELLA TRUST

Notes to the Financial Statements for the year ended 31 March 2018

STATEMENT OF ACCOUNTING POLICIES Reporting Entity

Gliding New Zealand Umbrella Trust is a Trust under the Trustee Act 1956. The financial statements are general purpose financial statements which have been prepared according to generally accepted accounting practices.

Measurement Base: The general accounting principles recognised as appropriate for the measurement and reporting of earnings and financial position on an historical cost basis have been followed in the preparation of these financial statements. Accrual accounting is used to recognise expenses and revenues when they occur.

Changes in Accounting Policies: There have been no changes to accounting policies in the year to 31 March 2018.

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

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

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

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

CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

There were no other capital commitments or contingent liabilities as at 31 March 2018.

RELATED PARTY TRANSACTIONS

Trust Chairman, Mark Tingey, was granted \$2,000 towards competing in the Sailplane Grand Prix final in Vitacura, Chile.

Nigel Davy, Gliding NZ Executive, applied for funds on behalf of Omarama Gliding Club who were granted \$2,500 towards a Mentoring/Coaching Programme during the South Island Regionals 2017.

Steve Wallace, Vice President of Gliding NZ, applied for funds on behalf of Matamata Soaring Centre who were granted \$2,000 towards a Coaching Programme during the Multi Class Nationals 2018.

Tim Austen is the President of Youth Glide NZ which received grants from the Trust: \$2,000 for Youth Soaring Development Camp Omarama 2017, \$2,000 for Youth Soaring camps held throughout the 2017/18 year, and \$3,000 for the production of a promotional Youth Glide video.

Trustee Grae Harrison, Loans Officer Tom Davies, Gliding NZ CEO Max Stevens and Gliding NZ Executive David Hirst are members of Wellington Gliding Club which received a \$145,000 loan from the Rothmans Trust in 2015.

Trustee, Mark Tingey, is a member of Tauranga Gliding Club that has a loan with GNZ Loans Fund.

There were no other related party transactions for the year ended 31 March 2018.

INVESTMENTS

The BNZ Private Banking Portfolio returned 3.97% (2017: 2.95%) before tax and fees and 3.84% (2017: 2.74%) after tax and fees. The average return on Term Deposits was 3.53% (2017: 3.62%) for the year.

LOANS APPROVED

A loan of \$100,000 to the Canterbury Gliding Club to assist financing the purchase of a higher powered, quiet tow plane to replace their Eurofox was approved in the 2017 financial year and the loan was drawn down in May 2017.

GRANTS AWARDED

2017 Junior World Gliding Championships, Lithuania

Alex McCaw and Nick Oakley applied for funds to support attending the 2017 Junior World Champs. The *Pryde Trust* granted \$1,000 to each pilot. Funds to cover the entry fees were granted earlier, in the 2017 financial year.

2017 Youth Soaring Development Camp

Roger Read applied to support four attendees at the December 2017 Youth Soaring Development Camp, awarding \$500 each towards their flying costs. \$2,000 was granted jointly from the *Dick Georgeson Trust* and *Youth Glide Omarama Fund*.

2017 South Island Regionals Coaching Programme

Nigel Davy on behalf of Omarama Gliding Club, applied for funds to support a Mentoring/Coaching Programme during the South Island Regionals 2017. \$2,500 was granted from the *Rothmans/GNZ Loans Fund*.

2018 Sailplane Grand Prix Final, Vitacura, Chile

Mark Tingey applied for funds to compete in the Sailplane Grand Prix Final 2018. \$2,000 was granted from the *Gliding NZ Roake Trust*.

2017/18 Youth Glide Development Camps

Roger Read applied for support of their various Development Camps held throughout the year. \$2,000 was granted from the *Youth Glide Omarama Fund*.

Youth Glide Promotional Video

Tim Tarbotton, on behalf of Youth Glide NZ, applied for funds to cover the cost of creating a Youth Glide Promotional Video filmed during the 2017 Youth Soaring Development Camp in Omarama. \$3,000 was granted towards this project from the *Rothmans/GNZ Loans Fund*.

2018 Multi Class Nationals Coaching Programme

Matamata Soaring Centre applied for funds to support a Coaching Programme with Matthew Scutter during the Multi Class Nationals 2018. \$2,000 was granted from the *Rothmans/GNZ Loans Fund*.

OBJECTIVES & HISTORY OF TRUSTS

Gliding New Zealand Umbrella Trust

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

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

Dick Georgeson Trust

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

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

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

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

Gliding NZ Roake Trust

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

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

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

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

Gliding NZ World Championships Fund

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

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

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

The funds have been gifted to the GNZUT “on the proviso that they will be used primarily to assist with World Championship participation by members affiliated to Gliding New Zealand, with the option for the trustees to use these funds for other purposes for the benefit and

promotion of the sport of Gliding in New Zealand should there be no demand for World Championship participation.”

Matamata Cross Country Training Trust

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

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

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

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

Pryde Trust (Ian Pryde Memorial Trust Fund)

Following the death of Ian Pryde in a sailplane accident in 1984, four New Zealand competition pilots lent the trust \$5,000 each (Peter Heginbotham, Dick Georgeson, Ian Finlayson and David Speight). The aim of the trust was to assist New Zealand participation in World Championships. The providers of the initial loan capital have since donated their contributions to the trust, and the fund has been augmented by all pilots flying in Gliding NZ sanctioned competitions contributing \$10 each by way of a levy on entry fees.

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

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

Rix Trust (Mike Rix Memorial Trust Fund)

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

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

The funds were gifted to GNZUT “on the proviso that they will be used primarily to assist pilots selected by the Contest Management Committee of Gliding New Zealand to take part in the gliding competition in Australia, with the option for the trustees to use these funds for

other purposes for the benefit and promotion of the sport of Gliding in New Zealand should there be no demand for assistance to compete in Australia.”

Youth Glide Omarama (Otago Southland Gliding Club)

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

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

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

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

Rothmans Trust (GNZ Loan Fund)

The Rothmans Trust was founded by Ken Simich, the Managing Director of Rothman's New Zealand in 1963. Rothmans agreed to donate 1,000 pounds per annum to Gliding New Zealand each year for 10 years, with the 1,000 pounds lent interest free to the National Champion's club, for the purchase of capital equipment. Repayment was set at 200 pounds per annum. With all interest free loans repaid following the last grant, the Executive Committee of Gliding New Zealand at the time decided that funds would be available to clubs at nominal interest rates.

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

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

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

The funds were gifted to GNZUT in accordance with gifting documents dated 11 August 2012, 19 November 2012 and 12 June 2016. From October 2012 onwards, as the Loans Fund term investments matured and the Club Loans were paid off, the funds were transferred to GNZUT with a total of \$436,000 of the \$443,000 gifted to date transferred at balance date. The remaining funds will be transferred as the remaining Club Loans are paid off.

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

GNZ OFFICER & COMMITTEE ANNUAL REPORTS

Executive Officer

Analysis of Membership:

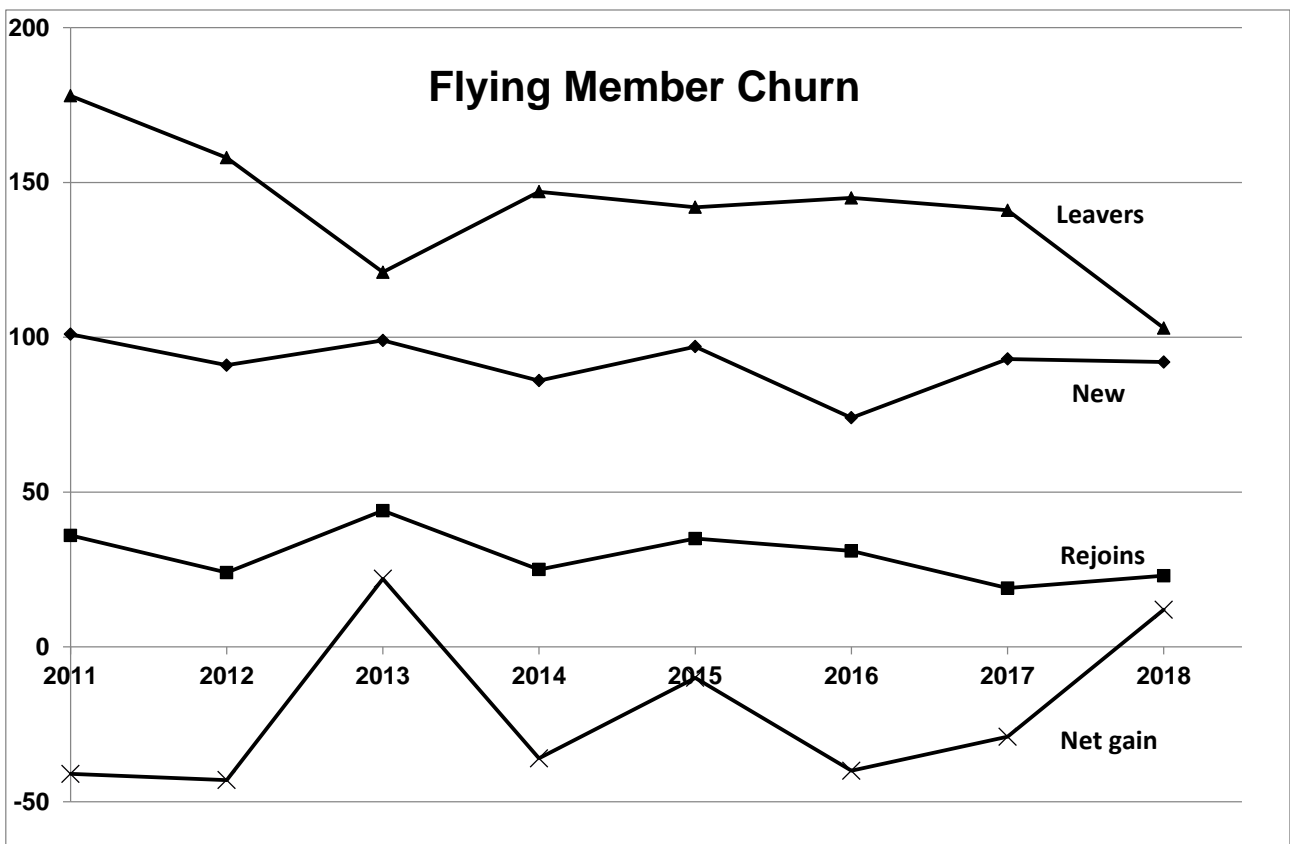
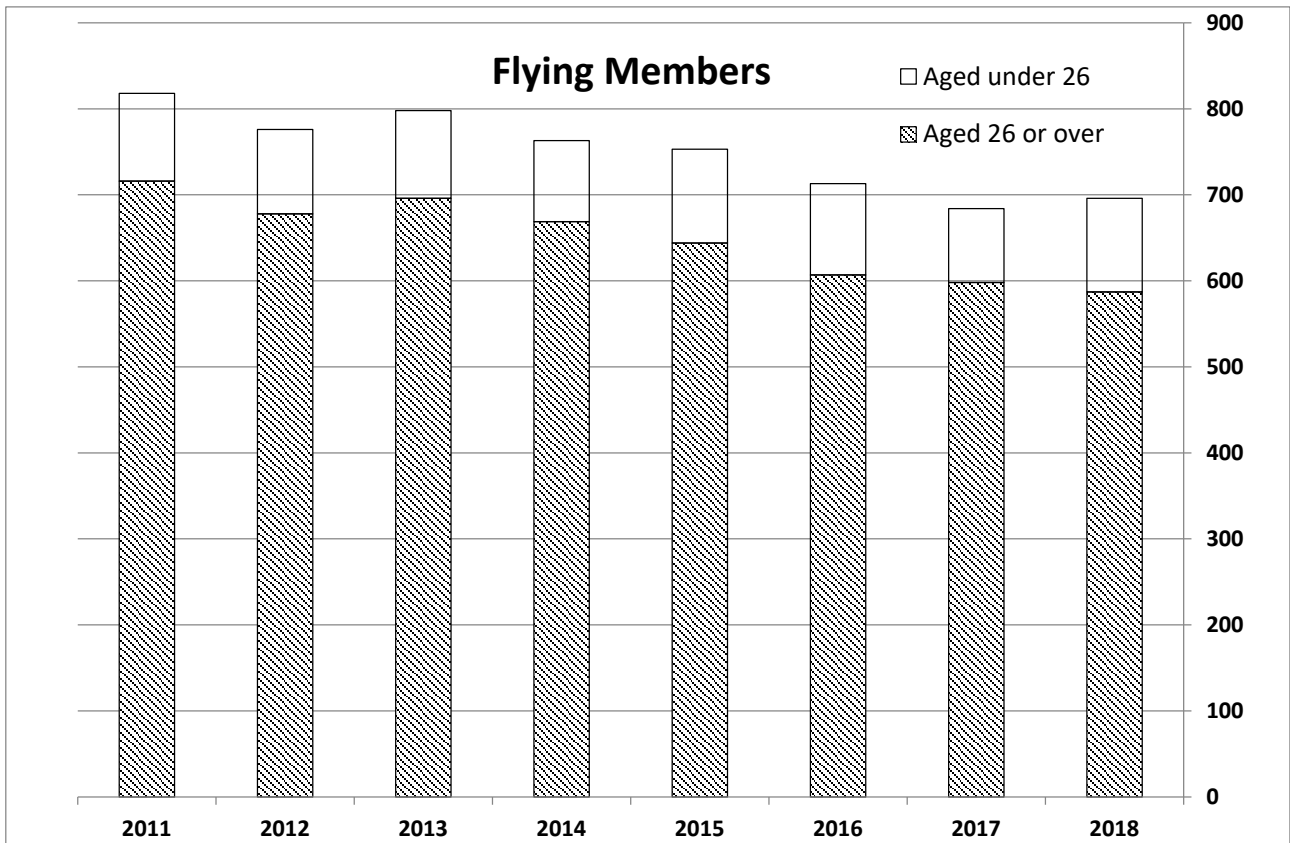
The traditional table has been recast to highlight the remarkable increase over the last 3 years in the proportion of female pilots under the age of 26. For pilots under 26, this new table does not differentiate between those who qualify as “junior” for fee purposes (ie in full-time study) and those who don't. (In 2018, 74% did qualify.) Ages in the table are as at 31 March 2018.

In 2018 we gained 115 new and re-joining members but lost 103 – a net gain of 12 flying members. Of the 115 new members, 20% (23) were previous members rejoining.

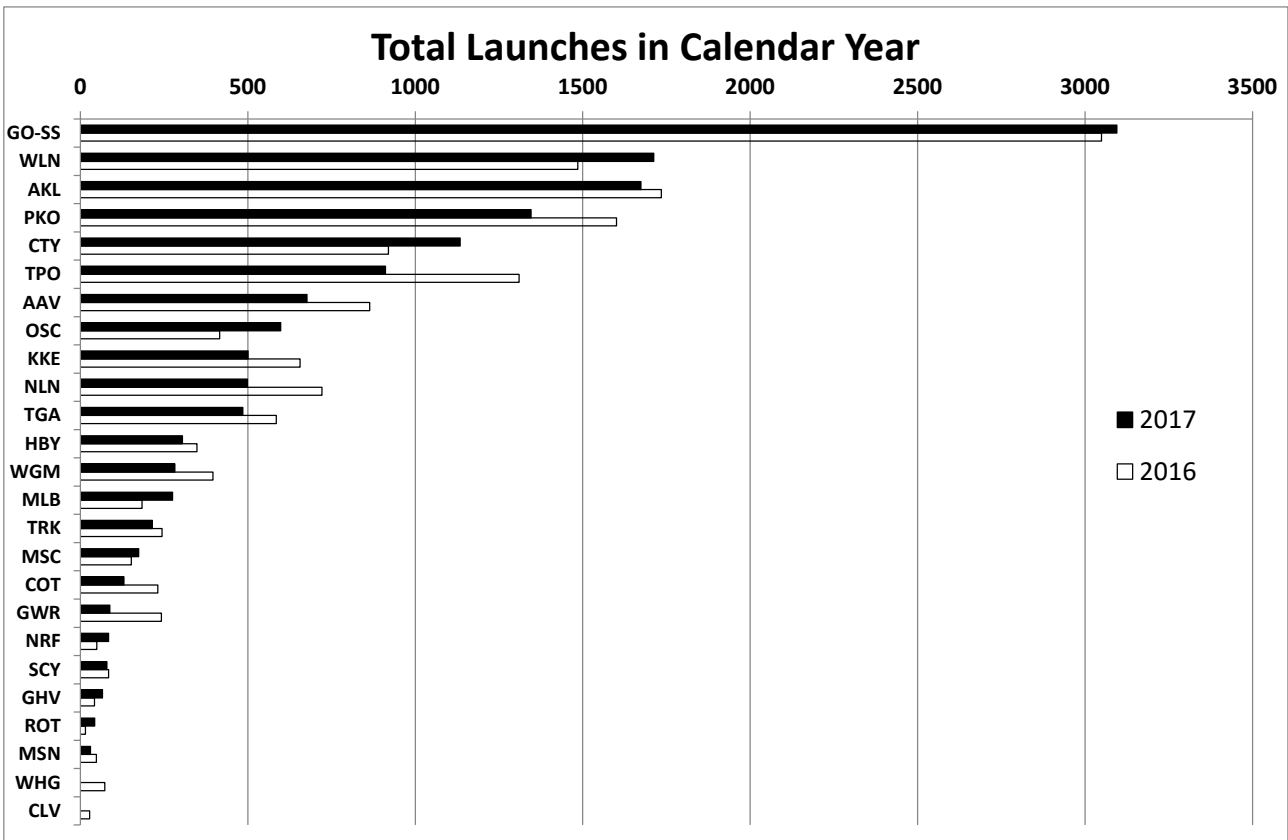
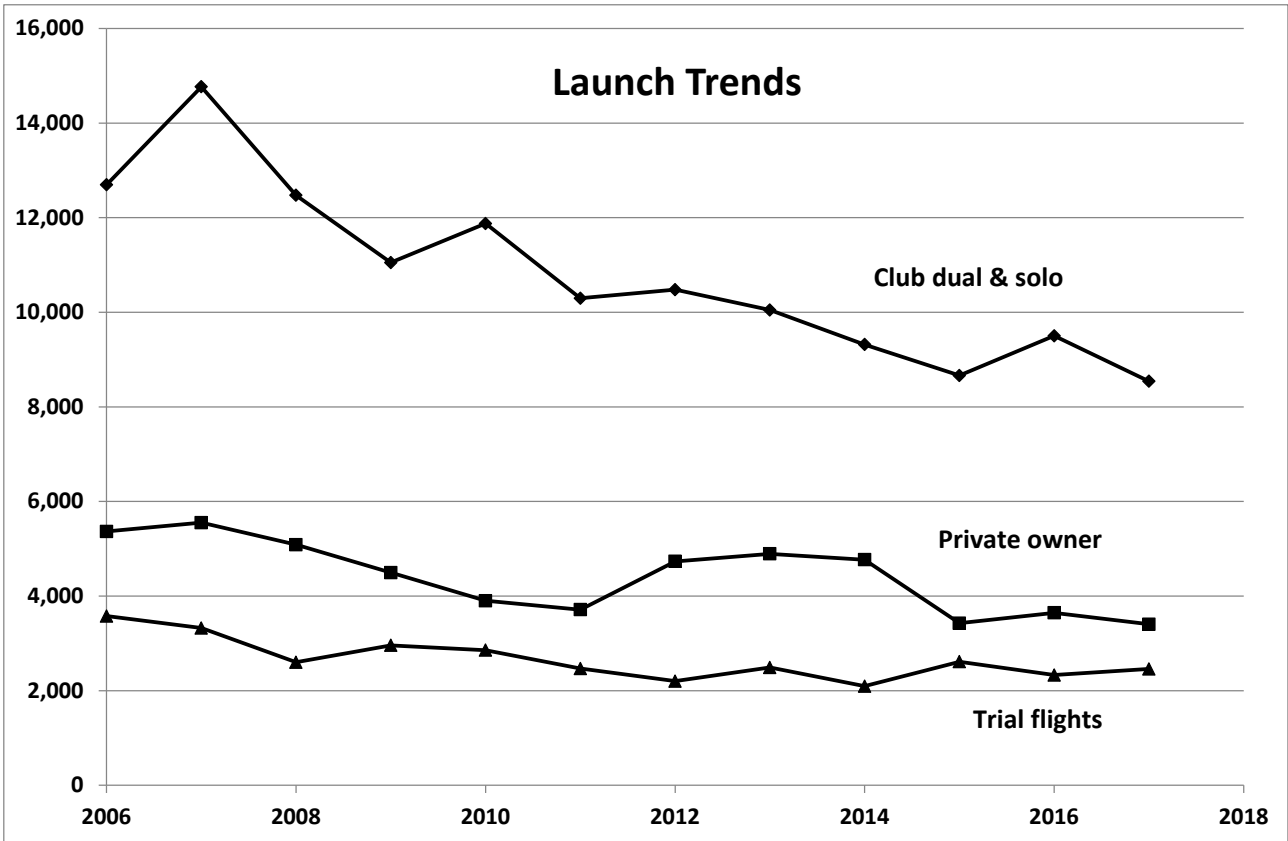
	2018	2017	2016	2015	2014	2013	2012
Flying 26 or over	587	598	607	644	669	696	678
Flying <26	109	86	106	109	94	102	98
Total flying members	696	684	713	753	763	798	776
% Flying <26	15.7%	12.6%	14.9%	14.5%	12.3%	12.8%	12.6%
Non-flying members	45	55	54	51	53	52	52
Total members	741	739	767	804	816	850	828
New flying 26 or over	44	60	28	55	51	63	56
New flying <26	48	33	46	42	35	36	35
Previous members rejoining flying	23	19	31	35	25	44	24
Resigned flying 26 or over	72	92	100	110	110	87	122
Resigned flying <26	31	49	45	32	37	34	36
Gain in flying members	12	-29	-40	-10	-36	22	-43
Gain in flying members %	1.8%	-4.1%	-5.3%	-1.3%	-4.5%	2.8%	-5.3%
Males flying	638	635	670	711	720	753	729
Females flying	58	49	43	42	43	45	47
Female flying %	8.3%	7.2%	6.0%	5.6%	5.6%	5.6%	6.1%
Flying <26 Female	26	23	18	14	11	12	16
% flying <26 Female	23.9%	26.7%	17.0%	12.8%	11.7%	11.8%	16.3%
50 years and over (for those with DOB held)	444	441	454	467	475	490	472
Under 50 years (for those with DOB held)	249	240	256	281	278	302	296
Average age flying	52.1	52.8	51.8	51.5	52.1	51.7	51.4
Average age of new members	34.6	36.6	28.3	34.7	37.1	36.4	36.0
Average age members leaving	44.9	42.2	42.8	47.1	45.9	43.3	46.3
Time in the sport (years)	9.6	8.3	7.7	9.8	9.0	8.8	8.8

QGP:

- 66% of the 696 current flying members have attained QGP
- Of the 103 who left in the last FY, 32% had attained QGP (33)
- Average time in sport of those who left **with QGP** = **15.3** years
- Average time in sport of those who left **without QGP** = **7.0** years



Charts derived from the 6-monthly launch data returned by affiliates:



There were 14,403 launches in calendar 2017. Relative to calendar 2016, the variances were:

Club dual & solo	- 10%
Trial flights	+ 5%
Private owner	- 7%
Overall total	- 7% (20% down on the average over the previous 10 years).

Safety Regulatory Matters: During the year, quite a lot of work has been done behind the scenes that will or may impact gliding in the near future:

- Carriage of ADS-B equipment will be mandated in all controlled airspace by 31 December 2021. GNZ has been involved in the cost benefit work associated with this mandate as it applies to below Flight Level 245, in particular the assumptions made as to the incidence of costs and benefits to the various sectors of GA activity. As a result of the CBA, there seems to be an outside chance of a support scheme to lower or spread the cost of equipage, similar to that provided many years ago by Airways when we had to fit transponders. GNZ has also provided input in relation to bench-testing of low powered and/or non-certified ADS-B systems to establish whether they can be safely integrated into the surveillance system below FL245. Early days yet, but the bench-testing may progress to flight trials and lead to lower costs for ADS-B.
- Remuneration of Part 149 instructors has been mooted for many years, but seems to have been lost in the CAA rules policy machinery as staff members have changed over time. GNZ recently brought this to CAA's attention yet again, providing various documents relating to the matter since 2006.
- CAA is concerned that some clubs offering trial flights to the public are pushing the boundaries and really should be conducted under Part 115 certification. The main sticking point to 115 certification is that the current CPL(G) requirements and assessment procedures are not fit for purpose, particularly the need for a Class 1 medical. However, there appears to be a willingness within CAA to delegate the training and assessment of commercial glider pilots to GNZ. A GNZ proposal to hold an umbrella Part 115 certificate with the various affiliate operations under a Base Manager at each site, similar to the Warbirds model, seems to be acceptable in principle to CAA. However, much work needs to be done to achieve this.

Max Stevens, GNZ Executive Officer

Operations

Accidents: There were 10 accidents this season, which included 2 fatal accidents. This compares to a total of 3 accidents last season. Five were in competitions and four of those in Regionals. Two involved new to competition pilots. Regional competitions over the last few years seem to have much higher accident rates than our Nationals. Some accidents were very minor, and one resulted in no damaged to the glider but a very serious impact injury to the pilot.

Sadly, we have also had 2 fatal accidents last November. One was a self-launch electric Taurus at Kaikohe and the other a Discus 2 flown by a well known Australian pilot at Omarama. My sincere condolences go out to the families, friends and club mates of those pilots.

2017/18 Accidents

Damage	Brief explanation
1/ Canopy hinge damage	Canopy opened in flight
2/ Bent starboard airbrake arm	Student pilot landed in paddock after caught in cloud. Lower airbrake caught ground
3/ Substantial underside & canopy	Late paddock selection and stall
4/ Destroyed	Fatal accident being investigated by CAA - Kaikohe
5/ Destroyed	Fatal accident being investigated by CAA - Omarama
6/ Nil damage to glider	Overshot paddock and heavy landing in the next. Pilot has mild Osteopenia
7/ Undercarriage	Landed with sideways force in a paddock
8/ Fuselage w/o	Glider undershot runway and ground looped in a paddock
9/ Canopy damage	Landing in rough paddock. 2 gliders out-landing on airstrip in opposite directions
10/ Canopy, wings w/o	Out-landing on a local flight

Incidents:

2013/14	36
2014/15	64
2015/16	66
2016/17	50
2017/18	17

I made extensive comments last year on the importance of incident reporting and a 'Just Culture'. It is a tool for clubs to promote internal discussion on safety and while retrospective, it does form the basis on where to start looking. It is important "not" to focus on the individual that had the incident, but the process/system that led to the incident happening. Sometimes the solution is just identifying and making others aware there is a risk. Other times it is quite complicated. It is the club that needs to decide on solutions and often the person that has

had the incident is the best resource available. Don't look at them as the problem, but the possible solution.

Piako	2	Canterbury	1	Northern	6
Tauranga	3	South Canterbury	1	Central	3
Taupo	1	Glide Omarama	3	Southern	8
Gliding Wairarapa	1	Omarama Gliding Club	3		
Wellington	2				

Numbers are well down on previous seasons. I never wanted incident reporting to become a time-consuming admin form filling exercise and despite 5 years of trying to get something like BGA, GFA and CAA reporting systems, I have been unsuccessful. Without this change and/or some focus, the decline may continue. There are also very minor incidents being reported ie wheel up landings and far more serious ones that never come to light or talked about. We are never going to, or should, aim to prevent all incidents from happening, but serious ones that have easy solutions should not just be put in the club filing cabinet.

Some of the incidents this season are as follows: -

- *Unexpected aerotow low level rope release. Paddock landed but clipped approach fence.*
- *Tow plane partial engine failure while towing.*
- *Para strap interfered with airbrake operation during a first conversion on type flight.*
- *Winch launch with tail dolly on.*
- *ASI malfunction after launch.*
- *ASI failure while cross country after flying through rain.*
- *Oxygen regulator seal failure in flight.*
- *PIC in 2-seater lost consciousness due to oxygen system failure.*
- *Undercarriage collapse on landing.*

There are quite a few mechanical problems this season, compared to last and in general the pilots handled their emergencies well.

Instructor & TP Appointments 2017-18: Appointments 5 tow pilots and 5 tow pilot instructors. We also had 12 new C Cat instructors, 4 B Cat and 2 A Cat and Instructor Trainers. We are again ahead of the previous season's stats, which is a good trend to have.

Operations Team: No doubt most of you will be aware that Martyn Cook has taken over the role of NOO and David Moody is now the Northern ROO, with effect from the end of March. I wish them both well in their new respective roles. I would also like to thank Peter Thorpe for his valuable contribution to the Northern ROO role over the last several years. For those that might not be aware, he had previously been GNZ President and Quality Manager, which gave him good insight to operational matters.

General Comments: We often don't fully appreciate the enormous damage that accidents cause. I have personally had to experience the full impact of one of the accidents this season and the lifelong consequences for the pilot concerned. It's all very well to say that it was bad luck and we can't prevent random bad stuff from happening. Often however it isn't random, and prevention is tied up with culture, training and everyone's focus on safety. We aren't going to prevent all accidents, because human error is part of the equation, but that doesn't mean we should abandon effort to reduce types of accidents. Paddock landing accidents in the North Island and collision with terrain in the South Island are serious GNZ

issues and need to be considered just as robustly as our quest for higher membership numbers.

Steven Care, National Operations Officer

Airworthiness

There are currently 49 engineers on the Gliding New Zealand register, an increase of 4 over last year. There were 336 gliders on the register at 20 April 2018, a decrease of 1 from last year. The number of powered gliders has increased by 1 to 53, or 16%.

A significant amount of time has been logged in discussion with prospective engineers, reviewing renewal applications and ensuring that engineers continue to work within the limits of their approvals.

There has been a widespread change to Mountain High oxygen systems. The advantage is that dispensing of oxygen is much more efficient. The disadvantage is that this equipment utilises consumer-grade materials and assemblies rather than the aircraft-quality equipment we have seen in the past, and users can be too casual. Following an incident where P1 in a 2-seater lost consciousness when an oxygen line became disconnected (due to use of a non-standard cannula) the GNZ Advisory Circular AC 3-07 on oxygen was updated and extended in scope.

The technology for tracking gliders on cross-country flights is not proving as reliable as we would like. SPOT devices require that dry-cell batteries be kept fresh, and it is easy enough to have a battery go flat during a flight with no warning or feedback. The initial promise of ground-based Flarm stations has also run into some problems, with the service not being consistent or reliable.

The increased use of firmware in gliders adds further obligations on the part of operators, engineers and pilots to ensure the firmware is up to date. This is not necessarily straightforward. A recent firmware upgrade to a popular soaring instrument caused it to crash completely, and it took several days of insistent correspondence with the manufacturer before a fix was obtained. The effectiveness of Flarm requires all stations to have a firmware version update at least once every year.

Advice was sought on importing and exporting gliders, and the procedures and documentation required. Second-hand imported aircraft can show some problems, as maintenance standards in other countries may not be up to NZ standards. In one case a fuel leak in a motor glider was traced to over-sized fuel hoses being installed in another country when the original hoses were replaced.

The mounting of cameras on the outside of gliders is strictly a modification, but to keep it realistic a guideline is being prepared as an AC and is currently with CAA for approval. This would allow temporary mounting of small external cameras like Go-Pro, provided that suction cups were not used and there was an adequate bond to the aircraft using adhesive tape, so they can't fall off. Certain locations would not be not allowed due to the risk of affecting the control of the glider.

I have held the NAO office for almost 6 years and now it's someone else's turn. On behalf of all clubs and private glider operators I would once again thank all our glider engineers for their steady and unrelenting service to the gliding movement. Without their diligent work all glider operators would face much higher costs for inspection and maintenance.

Martyn Cook, National Airworthiness Officer

Airspace

On a positive note the past year has seen the creation of General Aviation Areas (GAAs) west of Christchurch to support the operation of gliders primarily from the Canterbury Club's site at Springfield and also a GAA at Alexandra to facilitate wave flying in the lee of the Dunstan Range.

November 2017 saw a significant change in the airspace surrounding New Plymouth. Glyn Jackson and Russell Thorne worked hard to negotiate a suitable GAA around the Norfolk Aerodrome to provide airspace for gliders operating in the Taranaki region. The overall design of the NP CTAs is far from ideal. Despite promulgating considerable additional airspace to the west of Mt Taranaki, ACNZ did not take the opportunity to establish a circular flow for departures off Runway 23 NP, preferring instead to make an early left turn towards Inglewood which severely limited the options for expanding the GAAs to the east.

On the West Coast, large areas of Mandatory Broadcast Zone (MBZ) and Transponder Mandatory (TM) airspace have been promulgated to meet the needs of the Air Nelson Dash – 8 operations into the Hokitika airfield. Taken together, these changes amount to something very similar to Class F airspace.

A similar proposal at Timaru would have adversely affected operations at the Rangitata Island Aerodrome. Following consultation, it was recognized that the placement of the UNTAT Holding Pattern 1700 feet above the Rangitata Island Aerodrome was unreasonable and that a procedural redesign was called for that would not encumber the aerodrome with TM / MBZ airspace at low levels.

Access to Queenstown airspace continues to be a problem. The "radar" control service promised for May of this year has been deferred until September. To lose access to this airspace for the third year in a row would be completely unacceptable.

The Nelson Airspace will be changed in November 2018 to accommodate the newly introduced Performance Based Navigation (PBN) procedures for IFR traffic. Requests to create a new GAA to the east of Lake Station up to 12,500 feet were blocked by ACNZ who insisted on a wide corridor between Nelson and Christchurch with a base at 9,500 feet to facilitate the almost non-existent IFR traffic flow below 13,000 feet. The proposal has effectively been put in the too hard category and needs to be resurrected.

Once again, I would like to thank the members of the Airspace Committee for their help and support throughout the year.

Trevor Mollard, Chairman Airspace Committee

Quality Manager

The CAA rules for our part 149 gliding organisation require a system of internal quality assurance to ensure compliance with the rules and adequacy of the processes and procedures of our organisation. Gliding New Zealand's exposition sets out an internal audit program for clubs, pilot qualifications, engineer qualifications and glider maintenance. There is a rolling audit program for the Quality Manager to audit these areas, and continuing from previous years I have completed audits on the General Operations Audit of Clubs and during this year will complete a further audit of the Engineer approvals.

General Club Operations Audits: A group of the six most recently completed club audit were reviewed during the year. The clubs audited were all from one region and four were completed by the Regional Operations Officer and two by the National Operations Officer. All the club audits were completed to a high standard on the OPS15 form with good

documentation on the various aspects of the audit. The club audits are very valuable to help the clubs operate in a safe and consistent manner, and the ROO and NOO provide valuable feedback and assistance to the clubs. While there were some findings, concerns and recommendations the corrective actions were identified and were considered to be relatively easy fixes, meaning the follow up actions and subsequent audits should be even easier and more productive.

In my audit of the reports provided I had no concerns and found them to be high quality examples of the club audits. I look forward to seeing the follow up and close out of the corrective actions and subsequent clear audits.

Terry Jones, Quality Manager

Central Register

It was very pleasing to see our membership increase last year and, while small, hopefully it's the start of a new upward trend. Great to see resignations reduced, and the growth in Youth Glide members is positive.

At the request of the Executive I now email new members a GNZ Membership Card together with a welcome message pointing them to GNZ's website as a source of information, and a link to the database where they can update their contact details and view contact details for their club members. This email quickly identifies any typos in the email address supplied, and any problems with other contact details have been dealt with direct with the member and quickly rectified. Quite a few have got back to me with queries or thanks, so I've had sufficient feedback to be satisfied this is a good PR move and the system is working well.

Club administrators are now on board with leaving a resign comment, and to make this easier the default box has changed to "Other" when resigning a member, this is where a comment can be left. Here's a summary of the Resign Log for the past year (Flying members only):

21%	Moved, mostly overseas
20%	Ceased Gliding
11%	Other Commitments
5%	Deceased
4%	Financial
4%	Club Issues
4%	Tow Pilot
2%	Medical
33%	Unpaid subs/no reason given
-4%	Rejoined

Soaring NZ recently changed printer, and they allow the mailing list to be lodged directly with NZ Post. This highlighted that the addresses on our database aren't entirely compliant, and work is in progress to tidy this up – the cleaner the list is, the cheaper the postage. It's important when club administrators add/amend addresses that they check it's validity via the link to 'NZ Post' – we need an exact match to the NZ Post format.

Last year was the first year with no real database development work with only a few minor tweaks required last year, but there is now extra ongoing work with emails and membership cards to new joins, and emailing Youth Glide as members join/resign.

Laurie Kirkham, Central Register Manager

Awards

Statistics:	17-18	16-17	15-16	14-15	13-14	12-13	11-12	10-11
QGP	19	8	16	22	24	26	23	14
QGP Visiting Foreign Pilots	15	18	25	23	16	15	19	27
Silver Height	3	3	4	9	3	11	0	4
Silver Distance	2	2	6	11	4	10	0	4
Duration	3	4	3	10	8	15	8	3
Silver Badges	6	4	4	11	2	8	4	4
Gold Height	1	4	9	7	0	5	1	3
Gold Distance	3	4	4	5	8	4	2	7
Duration	3	4	3	0	8	15	8	3
Gold Badges	3	4	5	3	1	3	2	6
Diamond Height	2	3	8	3	1	1	2	3
Diamond Goal	3	2	4	1	2	0	3	2
Diamond Distance	1	2	1	0	1	3	0	4
3 Diamond Badge	0	3	0	1	1	0	0	3
750 km Diploma	0	1						
1000 km Diploma	0	0	0	0	0	1	0	2
NZ Records	0	1	1	0	4	1	3	2
World Records	1	1	1	0	0	0	0	0
Official Observers	11	4	6	8	2	19	2	44
OO								
SOO	0	2	2	2	0	0	0	1
GNZ First Comp Award	3	0	5	8	4	11	0	3

Claims: Non-approved Flight Recorders – the Awards Office is still receiving claims where pilots have been using PNAs, Tablets or Smart Phones, using XC Soar, LK 8000 or similar programmes to record their flights. To the disappointment of the claimants, these could not be approved under the Sporting Code.

Official Observers: An Official Observers course has been held in Matamata, which resulted with ten more Official Observer joining the ranks. We now have 151 Official Observers on the book, of which 17 are Senior Official Observers.

However, we still have one club without a current Official Observer. A pity really, because I am certain that some of the members would try for a badge flight if encouraged and “officially” observed.

Air New Zealand Cross Country Championships

A total of 20 (27) pilots entered during the last year, 5 (7) from the south and 15 (20) from the north respectively.

The fact that the OLC entry automatically scores the flight / pilot for the Air New Zealand Cross Country Competition, if the pilot has had his QGP for less than ten years and has not achieved a Gold distance, could explain the increase in numbers at least in the North Island.

Miscellaneous:

Keith Essex, whilst in Omarama during the summer, has achieved a 500 km O&R World record, 500 km O&R Continental record plus a 300 km O&R USA record.

Alexandra Thompson, 15 years old, of the Hawkes Bay Gliding Club, has not only become the youngest QGP holder but also the youngest winner of the racing class, flying a Duo Discus, together with Campbell McIver, at the recent National Gliding Competition in Matamata.

During the past year, the Awards Officer has processed 112 (79) claims.

184 e-mails have been received and 215 have been sent.

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

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

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

Edouard G. Devenoges, Awards Officer

Membership Development

Membership Development – by the numbers:

The past year has seen an upwards trend in all but one of our key indicators (recruitment of new flying members):

Indicator	2018	2017
Total flying members - (% change)	+ 2 %	-4%
New flying members - (% change)	- 1 %	+26%
New flying members < 26 (% change)	+45%	-28%
Resigned flying members (% change)	- 27%	- 3 %
Previous members re-joining (% change)	+ 21%	-39%
Total female flying members (% change)	18 %	14%
No. of Clubs with increased membership	13	8
No. of Clubs with reduced membership	7	12
Flying members with QGP	66%	58%

Membership Development – activities:

During the year we held 3 x Building Our Future workshops in Matamata, Christchurch and Masterton. These workshops reviewed both Membership trends and the results from the Sport NZ / Gliding NZ 'Voice of Participant' survey.

The workshops were held to develop insights that would be helpful to both Clubs and Gliding NZ in the building of a sustainable and growing membership.

Overall there were 42 participants representing 18 Clubs ranging from new recruits, both younger and older, to Club Presidents and Committee Members both male and female.

21 valuable insights were generated at these workshops and these have been circulated back to the participating Clubs for their consideration. These insights included topics raised in the survey's verbatim comments concerning Gliding NZ's performance.

Late in February the Gliding New Zealand Executive met with Hamish McEwan of Sport NZ to review the survey results, the workshop outputs and our strategic plan.

Hamish noted that the survey results indicated we as a sport are doing well in most aspects that provide services to those members who want to fly but not so well in the aspects that make people want to fly, connect and be part of a community. In short, if we wish to pursue a Club lead, as opposed to commercially lead approach to our sport, we, being Club Committees and GNZ need to get closer to our members and attend to those aspects that foster a sense of pride and provide a good social environment.

At the GNZ level we have taken that advice on board and as a first steps have:

- Put Membership matters at the head of our Meeting Agendas
- Created a Membership Development Committee
- Introduced a monthly GNZ Newsletter
- Committed to an update of our Strategic Plan

At the Club level, it would be nice to think the workshops and consequent discussions have helped the upward trend we are seeing in our membership stats. But perhaps that is wishful thinking at this early stage.

So,

Membership Development – next steps:

We are currently working on appointments (2-4) to the Membership Development Committee. These appointees will have a passion for our sport and its development.

Over the next 18 months members of this group will between them arrange to visit each Club to hold 'Hangar Meetings'. The purpose of these meetings will be to share and discuss with Club members:

- Implementation of the Good Practice guidelines developed from the workshop Insights
- Promotional activities being undertaken by various Clubs
- Listen to all suggestions for further development

Promotional Activities

We have been working with Youth Glide NZ in their preparation of a promotional video and presentation that has been designed to help Clubs in their efforts to build their Youth Membership. It has also been designed with fund-raising activities in mind. We think you will find it an exciting and very useful tool. We hope to see it premiered at the AGM !

Piako-based Genny Healey has been active in building our Facebook presence with Page 'Likes' now topping 2700, a gain of some 17% over the previous year.

For those who haven't discovered the 'Page' it's a good place to go for a useful and often entertaining round up of what's going on in Clubs around the country.

Conclusion

From my perspective, the survey, the workshops, the meetings that followed, the promotional work being developed by Youth Glide , have all more than demonstrated that we have, amongst ourselves, the skills, the energy and most importantly the passion to turn decline into growth.

It's now time to turn our attention from the What of Recruit, Retain, Regain to the How of **Communicate, Cooperate, Aviate.**

Brian Sharpe, Chairman Membership Development Committee

Webmaster

Work & Achievements Summary:

- Due to another large project, development on Gliding NZ software has taken a back seat this year. That project is nearing completion, allowing for a second stage of development of the App Platform.
- Email system. It is now possible to send messages to all GNZ members, or a subset of them e.g. tow pilots, contest pilots.
- Other minor work done this year:
 - Moodle Upgrade
 - Moved membership database to GNZ server
 - Minor membership database changes
 - Upgraded membership database to filter to contest pilots
 - Updates to gliding clubs map
 - Wordpress upgrades and maintenance
 - Classifieds management

Goals from last year:

- Expand app platform to include:
 - Booking system
 - Trial flight voucher system
- Get other developers involved with the app platform.

Both of these still stand for the upcoming year.

GNZ App Platform:

The App Platform is available online at:

<http://gliding.net.nz/>

It is live, and available for anyone to use. Current features available:

- Aircraft database (no editing)

- Membership database
 - Membership email system
 - Needs limitations on who can send to everyone.
 - Badges and Awards
 - Needs integration into clubs systems to be updated.
- Flarm Tracking

Potential future developments:

- Tracking BFR and Medical information for clubs
- Gift Voucher System
- Trial Flight Bookings
- Glider and Facilities booking system
- Waypoint manager for NZ, clubs and contests

IT Services Summary:

Service	Status	Notes
Gliding.co.nz website	Working well	Need Content Editor
Domain Names	Working well	
Video Chat (zoom)	Now available for GNZ	
App Platform	Under Development	
Document Management	Started	Google Docs started. Not heavy use yet.
GNZ Password Management	Working well	commonkey.com
Tracking	Good	Needs to move server.
Classifieds	Working	Not ideal system, but working. Bit of spam to deal with.
Membership Database	Working well	
Airspace Tracking	Working	Not updated in a long time. Inconsistent usage.
GNZ Email	Working	Needs to move server.
Social Media	Good	
GNZ Membership Communication	Not Started	No ability to email club CFIs, contest pilots or membership.
Moodle training system	Working well	

Tim Bromhead, Webmaster

Youth Glide New Zealand

YGNZ Annual General Meeting (AGM): YGNZ held its 2017 AGM on the 22nd July 2017 in Greytown, Wairarapa. We hope to hold the YGNZ AGM throughout the country and have the AGM itself surrounded by a number of fun events. The 2017 AGM had an excellent physical turnout and was broadcast live via video-link.

All members of the YGNZ Executive Committee continued in their respective roles.

The AGM unanimously elected Scott Finkboner an Honorary Life Membership in recognition of his significant and outstanding contributions in supporting Youth Glide activities.

Tim Tarbotton debuted the new YGNZ Website (youthglide.org.nz)

YGNZ General Operations: YGNZ has had another successful year. We have continued to grow and refine our activities while remaining transparent in what we do. We are stoked with our YSDC and Mini-Camps, our new website, our YGNZ AGM and our ongoing membership and support.

The YGNZ Executive continues to meet monthly via Zoom to ensure we maintain our momentum throughout the year.

YSDC and Mini-Camps: YGNZ's eighth Youth Soaring Development Camp ("the Camp") was held at Omarama from the 7th to the 17th of December. The Camp was very successful. We had 29 under 25-year-old attendees and we were very pleased that eleven of these students were females.

At the Camp we totalled 420 launches and 285 hours gliding during which we had five first solos, seven A-Certs, seven B-Certs, one QGP, and several Silver FAI awards. We had a greater focus on solo cross country flying and used our recently-acquired Nano Flight Recorders, care of a Pub Charity grant, to track, review and compare short tasks flown by the attendees.

We also contributed towards five Mini-Camps over the past financial year. Greytown, South Island Regionals, Stratford, Omarama, and Drury played host to what were very successful Mini-Camps. We are hope to expand to more sites and have Mini-Camps 'in the pipeline' for Springfield and Nelson gliding clubs early in the new season. Please get in touch if you are keen to host a Mini-Camp – we have a policy document that details all that's needed and how to apply for funding from YGNZ.

We have set-aside more than \$9,000 to contribute towards YGNZ camps and competition events over the next 12months.

Website: YGNZ's website is one of three primary channels used to communicate with members, parents, clubs, supporters and prospective youth, alongside Facebook and Email. Times have changed, and the average New Zealand 16 to 24-year-old now spends 8.9 hours a day on their mobile device. In order to better communicate with our members we understand the urgency of having a website that is not only mobile optimised but provides relevant and up to date content on all things Youth Glide.

The new website has the vision of becoming the communication hub of activity for Youth Glide. Below are some of the key features of the new mobile and tablet-friendly website:

- User friendly navigation for both youth and non tech savvy
- Dynamic content with constant updates e.g. Mini-camp blogs and upcoming events
- Useful links and documentation e.g. membership, NCEA program, local clubs
- Information for different parties e.g. youth, parents, clubs and supporters

Warbirds Over Wanaka: Warbirds over Wanaka (“WoW”) kindly offered us a free stall at the air show to promote YGNZ and what we do. Thank you to Mandy Deans from WoW for this. Thank you also to Glide Omarama (who allowed us to have one of their aircraft on display) and to the several YGNZ members and supporters who manned and womanned the stand for the duration of the weekend. We were very pleased with the exposure and positive PR this generated for gliding in general and YGNZ in particular.

We had a tremendous amount of interest in gliding and we look forward to the flow-on from this over the next 12 months

Fundraising and Support: YGNZ continues to fundraise to ensure we can make flying as affordable (and therefore accessible) as possible. YGNZ is also focussing on growing a voluntary Insurance Excess Fund for our members. We believe that this is a significant risk for under 26-year olds who are interested in flying.

YGNZ also organised a fund-raising raffle. This raffle, we hope, will allow us to pursue more activities and also purchase some ancillary infrastructure to make the activities more effective and efficient. Thank you to those of you who have already purchased tickets.

2018 YGNZ AGM: We have scheduled our 2018 AGM for the 6th and 7th of October in Auckland. Uma Tuffnell, Campbell Mclver and many others are in charge of coordinating a fun weekend for YGNZ pilots and their friends and family.

We invite and encourage anyone who is interest in YGNZ to attend. We will have more information on our website shortly.

Membership and Support: Our total Full Flying Membership base increased 28% in the past 12 months from 86 to 109. We are pleased to have our membership base increasing. We now represent more than 16% of the total membership base and are continuing to grow.

Under our internal structure, we have three options for people who are keen to support YGNZ and our activities. We have a Social (\$20pa) and Associate (\$50pa) membership programme as well as a monthly-donation (\$5) programme. YGNZ is a volunteer-run, not-for-profit organisation and the donations and all other proceeds go toward getting young people flying. I would like to thank those of you who are YGNZ supporters and respectfully suggest those of you who aren’t, to consider doing so ASAP!!

We are very grateful for all the support we receive, so thank you all!

Please do get in touch if you have any questions or comments. president.ygnz@gmail.com

Tim Austen, President Youth Glide New Zealand

Youth Glide New Zealand Office Holders 2018

President Tim Austen

Vice President Tim Tarbotton

Secretary Fraser McDougall

Treasurer Ray Burns

Membership Secretary Kim Read

Executive Committee Uma Tuffnell, Roger Read, Jono Wardman, Scott Wagstaff

Webmaster Campbell Mclver

GNZ AGM REMITS

Executive Committee

That a glider on the CAA published list of inoperable aircraft with deferred Participation Levy as at 31 October each year be exempt from the GNZ aircraft levy, provided it remains on that list until at least the following 30 April.

Comment: Subsequent to the GNZ aircraft levy being put in place, the CAA introduced a mechanism for deferral of the Participation Levy for aircraft that are inoperable. Aircraft merely inactive are not eligible for deferral, and the Annual Registration fee is still payable to CAA regardless. Several owners of gliders that are inoperable have protested that GNZ is out of step with the new CAA deferral policy. There were 11 gliders on the CAA deferred list as at the end of March 2018.

The CAA defines 'inoperable' as: [The aircraft] "must be incapable of being used for any purpose for which it is authorised to be used under a certificate. This may include that it is undergoing extensive maintenance or restoration. The aircraft cannot simply be inactive or parked up to defer your levy."

CAA allows minimum deferral periods of 3 months, with the ability to move aircraft in and out of deferral and payment of a pro-rata fee. The Remit is based on a minimum of 6 months continuous deferral, October to March inclusive.

Gliding Hutt Valley

That the Executive take the necessary steps to remove from Gliding New Zealand's documentation, rules and procedures the stipulation that all affiliated members of Gliding New Zealand must subscribe to the magazine Soaring NZ.

Comment: This remit is not intended as a criticism of Soaring NZ. We are sure that all would agree that it presents an attractive and readable public face for the gliding movement in New Zealand and that many of us would continue to subscribe to it if its receipt was no longer mandatory.

Mandatory receipt of the magazine dates back to the pre-internet and pre-website days of the old Gliding Kiwi. As a monthly magazine this acted as an effective vehicle for delivering safety information to glider pilots around the country in about as timely and economical a manner as the technology of the day would support.

With today's technology, the GNZ website, combined with targeted email circulation to engineers, CFIs and qualified glider pilots, provides a much faster and more immediate route for ensuring that safety matters can be drawn to the attention of GNZ affiliates and their members than is possible through a quarterly publication.

GLIDING NEW ZEALAND INC				
General Fund Budget 2018-19				
2017/18		INCOME		2018/19
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>		<u>Budget</u>
6,700	7,200		Commercial/Associate etc	7,200
28,000	28,213		Gliders	27,000
53,300	54,686		Members	54,500
1,500	2,191		Youth Glide	2,100
89,500	92,290			90,800
		<i>Less Allocations to Special Funds</i>		
(2,000)	(2,201)		Promotions - Transfer Affiliation Fees	(2,200)
(1,500)	(1,500)		Tasman Trophy Fund	(1,500)
86,000	88,589			87,100
		<i>Operating</i>		
600	687		Engineers Fees	600
5,200	5,159		Interest	5,000
46,000	49,001		SNZ Magazine Subs	49,000
600	773		Surplus - Sale of Badges etc	700
52,400	55,620			55,300
		<i>Grants & Sponsorship</i>		
15,000	15,000		Sport NZ Grant	15,000
153,400	159,209		TOTAL INCOME	157,400
		Less EXPENDITURE		
		<i>Executive & Management</i>		
31,500	31,601		Administration - Executive Officer	31,500
14,000	12,164		- Treasurer	13,000
1,630	1,600		Auditing	1,600
12,000	10,303		Travelling Expenses - Executive	10,000
4,000	4,055		Annual Meeting - Expenses	4,000
300	1,047		- Annual Report	700
63,430	60,770			60,800
		<i>Committees</i>		
4,500	3,353		Airworthiness Committee Expenses	4,000
500	187		Airspace Committee Expenses	300
2,500	2,836		Operations Officer Expenses	2,600
3,200	3,200		National Membership - Register	4,000
2,500	2,500		- Awards	2,500
13,200	12,075			13,400
		<i>Representation</i>		
2,000	1,814		FAI Affiliation	2,000
1,000	1,255		Subscriptions	1,000
3,000	3,069			3,000

		<i>Operating Expenses</i>		
2,500	556	CAA Charges	1,000	
1,000	225	Communications	-	
500	309	General Expenses	500	
1,330	1,045	Insurance	1,100	
5,040	5,040	Flight Instruction Tools	10,400	
46,000	46,719	SNZ Magazine Expenses	49,000	
1,500	2,191	Youth Glide Affiliation Fees	2,200	
57,870	56,086			64,200
		<i>Sport NZ Grant Funding Expenditure</i>		
11,400	6,480	Coaching & Cross Country Training	7,400	
-	3,825	Website Development	4,000	
3,600	3,600	Youth Soaring Development	3,600	
15,000	13,905			15,000
		<i>Grants & Concessions</i>		
900	815	Youth Schemes	1,000	
900	815			1,000
153,400	146,720	TOTAL EXPENDITURE		157,400
-	12,489	EXCESS INCOME OVER EXPENDITURE		-

This budget is for the 'General Fund' and excludes income and expenditure for 'Special Funds' except where their income is generated from the transfer of Affiliation Fees.

Promotions Fund Budget 2018-19				
2017/18		INCOME		2018/19
<u>Budget</u>	<u>Actual</u>	<u>Subscriptions</u>		<u>Budget</u>
	2,201	Transfer from Affiliation Fees		2,200
	1,515	Donations		1,500
	329	Interest		200
	4,045			3,900
Less EXPENDITURE				
	467	FAI Awards		500
	250	First Competition Awards		250
	4,218	Promotional Advertising		-
	413	Promotional Copies of SNZ		350
	4,478	Membership Development Committee		8,900
	9,826			10,000
	(5,781)	EXCESS INCOME OVER EXPENDITURE		(6,100)

Annual Subscriptions, Levies & Entrance Fees

Rules 11 and 40 require the AGM to fix the annual subscriptions and entrance fees payable by each class of membership on the recommendation of the Executive. Having regard to the budget, the Executive now recommends for 2018-2019 no change in the flying member

affiliation fee of \$100.00 (incl GST) and no change in the aircraft levy to \$100.00 (incl GST), as follows:

1. Annual Subscriptions and Aircraft Levy:

(G) 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;

- (iii) Flying members on the Central Register at 31 October each year.*
- (iv) 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.

(H) GNZ Associate Members.

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

(I) GNZ Annual Group Members

An affiliation fee for each flying member 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.

(J) GNZ Commercial Members.

- (iv) An affiliation fee for each flying member of the GNZ Commercial Member at the rate and struck as for a GNZ Full Member.*
- (v) For Glide Omarama/Southern Soaring a combined fee of \$7,200 (plus GST), which includes the aircraft levy as struck in (F) below.*
- (vi) 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.*

(K) GNZ Soaring Centre Members.

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

(L) Aircraft on the NZ register with nationality and registration marks ZK-Gnn at 31 October each year, a levy of \$100.00 (including GST), unless exempted by the Executive.

[Definitions: For the purposes of determining liability for the payment of a GNZ affiliation fee, a flying member is as defined in Appendix 1-B of the GNZ MOAP. Similarly, 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.]

2. Entrance Fees:

An organisation admitted to membership of GNZ shall pay an entrance fee of \$120.00 (including GST), payable on granting provisional or confirmed membership.

CONTEST PILOTS' MEETING

Agenda

1. Attendance List
2. Apologies
3. Chairman's report
4. Confirmation of incoming committee
5. Minutes of previous meeting (11 June 2017)
6. Minutes from pilots' meetings at competitions
7. Matters arising
8. Remits
9. Rule changes
10. Competition venues and dates
11. Selection of pilot representatives for the international selection panel
12. General business

Sailplane Racing Committee – Chairman's Report

NZ Contests:

Our champions this season were:-

New Zealand Multiclass Nationals (Matamata)

- Open Class, Patrick Driessen, JS1
- Racing Class, Allie Thompson and Campbell McIver, Duo Discus

Club Class Nationals (Drury)

- Steve Wallace, Mosquito

South Island Regionals (Omarama)

- Open Class, Keith Essex, ASG 29
- Racing Class, Alex Boyes, LS8

North Island Regionals (Matamata)

- Open Class, Tim Bromhead, DG 300
- Racing Class, Steve Foreman, LS4
- Novice, Malcolm Piggott, Astir CS

Congratulations to those pilots.

Other non-sanctioned events were the Audi Enterprise Contest, The Canterbury Soaring Championships, The Central Plateau and The Central Districts event.

Our sport is very weather dependent; however this year was a good year for the number of contestable days. The notable exception was the South Island Regionals that flew only four days out of a possible seven, although one good day was called off after the fatal accident.

Attendance at the sanctioned events has shown an increase (20%) across all events and classes.

Comparison of attendance from Season to Season		
Year	2017-2018	2016-2017
New Zealand Nationals	27 pilots	23 Pilots
South Island Regionals	29 pilots	27 Pilots
North Island Regionals	25 Pilots	19 Pilots
Club Class Nationals	10 Pilots	7 Pilots
Total	91 Pilots	76 Pilots

This was more than likely a reflection of the poor weather reported in the Chairman's report last year and the World Gliding championships being held in Benalla which six pilots and support crew attended depleting the National fields. We therefore have more work to do. I recall speaking with a senior pilot in Matamata late last year talking about the good old days when there would be up to 45 to 50 entries in a contest in the 70 and 80's. So our gliding competition scene is changing and it continues to change. The Drury Enterprise event this year has been another success and is probably a reflection of the Club's management, depth, commitment and interest in gliding as well as the format. Drury, Canterbury and Greytown clubs all demonstrate strong membership and an apparent correlation with the commitment to cross country and contest flying.

I have to admit that I am concerned about the relevance of the SRC with so many non-sanctioned events on the calendar.

One of the initiatives at last year's AGM Pilots meeting was to bring more new pilots into the contest scene. To achieve this we need more two seat aircraft entering contests, more coaching before and during contests, more regular training courses and more marketing of cross country and contest achievements. Personally I think this last season was a good beginning to that initiative. The performance and follow up publicity of Allie Thompson and Campbell McIver's victory in the Racing Class of the NZ Nationals is just an example of what the competition scene needs. The flow on effect and the reinforcing of the view that you as a pilot will be assisted and supported in that leap of faith from local flying to cross country and contest flying is imperative to the future maintenance of a competitive gliding scene. One only has to travel and compete in Australia to appreciate that more competing pilots makes competing more exciting and challenging.

International Competition:

Alex McCaw and Nicholas Oakley competed in the Club Class of the Junior Worlds, Lithuania, July 2017. Although Nick was more consistent and was on the podium on day 1, coming third, Alex was having a challenging contest until he pulled off a day victory on the 5th day of competition. Nick would eventually finish 15th and Alex 34th out of 38 competitors. They are both an inspiration to those young pilots that are coming through the club and Youth glide system. Good luck to both these young pilots in the future.

Mark Tingey's meteoric rise up the rankings came to an end but against those at the pinnacle of gliding, in a foreign country in which he had never flown, in conditions he was totally unfamiliar with, at the extreme end of challenging mountainous conditions in the South American Andes and in a format known for the need for tactical experience.

Any of our pilots that represent our country overseas deserve our support and admiration. You need three things to compete on the world stage; skill, money and time. You need all three to succeed.

Patrick Driessen has entered the 35th World Gliding Championships in Pribram, Czech Republic in late July August 2018. We wish him all the best.

Technology in terms of live broadcasting is rapidly improving and international events such as those above are become more accessible to the average pilot and this technology will have an impact on contest flying and I hope attract more pilots to the challenge.

There was no Tasman trophy representative last year. I accept blame for this as I probably tried too late to find a committed party. Therefore this year, the SRC will be formally calling for interested parties at the Pilots' Meeting at the AGM, to give everyone time to plan and prepare. This year's event will be held at Narromine NSW from the 26th November 2018 to the 7th December 2018.

Competition Rules and Remits:

The most significant change in the rules over the last few years has been the reduction in class types and this has been a success, in that it has made contest flying more competitive. We must continue to make our competition relevant, fair and competitive and the remits submitted are indicative of that.

As I write this, there are 3 remits to be considered by the contest pilots.

Contest Directors' Reports:

I received two Contest Directors reports.

Matters arising:

- Nationals, Matamata, John Griffin, Contest Director
 - No internet for the first few days
 - One accident when two aircraft approached a rural strip from each end
 - Tow pilot launching too slow and climbing too fast.
- South Island Regionals, Clive Geddes, Contest Director
 - Focus on first time pilots
 - Discounted glider hire
 - Mentoring
 - Coaching
 - Post task reviews
 - Umbrella trust and Omarama Soaring centre financial support
 - Fatal accident by visiting experienced Australian pilot

Pilots' Meetings:

Only one pilots' meeting was held and that was at the Multiclass Nationals, Matamata. The pilots meeting minutes are posted on the GNZ site.

Matters arising:-

- Removal of 525 kg ballast handicap in Racing class, supported
- One set of turn points for all competitions in the North Island
- NZ scoring system references against the winners score rather than the FAI system. Tim Bromhead to investigate
- Random weighing of gliders
- No Tasman trophy entrant last year

Contest Calendar:

Competition Venues and Dates 2018 -2019 and 2019 -2020			
Contest	Location	Start	Finish
South Island Regionals 2018	Omarama	17/11/18	24/11/18
North Island Regionals 2018	Matamata	25/11/18	1/12/18
Multiclass Nationals 2019	Omarama	2/1/19	12/1/19
Club Class Nationals 2019	Taupo	27/1/19	9/2/19
South Island Regionals 2019	TBA	TBA	TBA
North island Regionals 2019	TBA	TBA	TBA
Multiclass Nationals 2020	TBA	TBA	TBA
Club Class Nationals 2020	TBA	TBA	TBA

Chairman's Closing Statement:

This is my second term on the SRC and it's time for new members of the committee to decide the direction of competition flying in New Zealand. I endorse the view that we need more new pilots entering our contests and that we develop more appropriate support structures to help those keen to do so.

I'm going to re-establish the ranking system and administer it into the future.

My one regret is that the SRC hasn't resolved the lack of competition at the top end. The fact there is very little competition between the islands means that for example, the selectors for the Worlds held last year in Benalla, Australia had little to go on in terms of comparison of pilots from the eleven that applied for the six positions. Our Nationals is not really a National event and we are not unified. One year it is a North Island event and the next a South island event. Our National champion is in fact not a National champion. To me that is detrimental to raising the standard of our top end pilots to compete on the World stage.

Maybe the SRC needs to look at awarding a National champion only every second year based on the accumulated results or points from the north and south island "National" events. That way we would have a truly National champion and it may encourage our top end pilots to actually compete in the other island. A greater number of better pilots competing at any level should be encouraged as the greater the competition the better the winner.

I wish to thank all those people that make competition gliding possible, who volunteer their time and energy so we can enjoy our sport. Without them, contests wouldn't happen and in many cases they serve time and time again.

Maurice Weaver, Chairman Sailplane Racing Committee

Minutes of the Annual Pilots' Meeting 11 June 2017

Attendees: Karen Morgan, Terry Jones, Gavin Wills, Ross Gaddes, David Moody, Marion Moody, Julian Mason, Steve Care, Jenny Healey, Iggy Wood, Graham Erikson, Kevin Bethwaite, Edouard Devenoges, Bob Gray, Lionel Page, Nick White, Hugh De Lautour, Trace Austin, Trevor Terry, Max Stevens, Tim Bromhead, Tony van Dyk, David Jensen, Michael Cooper, Adrian Cable, Brian Savage, Tim Hardwick-Smith, Peter Millar, Mandy

Wills, Mark Wilson, Stewart Barton, Grae Harrison, Brian Shape, Martyn Cook, Graham White, Maurice Weaver.

Apologies: Milan Kmetovics, Ralph Gore, Warwick Bethwaite

Chairman's Report: The meeting moved that the Chairman's report be accepted.

Confirmation of incoming Committee:

Maurice Weaver -- 1 year remaining (chair)
 Gavin Wills -- 2 years remaining
 Rob Lyon -- 2 years remaining
 Milan Kmetovics -- 3 years remaining

Minutes of the Previous Meeting: The minutes of the previous meeting (held 12th June 2016) were accepted as a true and accurate record.

Minutes of Pilots' Meetings held at competitions: The minutes of the Pilots' Meeting held at the Regionals and Nationals contests during the year were accepted as read as published on the GNZ website.

Matters Arising: None

Remits: None

Rule Changes: None

Competition venues and dates:

Contest	Location	Start	Finish
Taupo Contest 2017	Taupo	4/11/17	11/11/17
Southern Regionals 2017	Omarama	18/11/17	25/11/17
Northern Regionals 2017	Matamata	26/11/17	2/12/17
CGC contest (Task week)	Springfield	2/12/17	9/12/17
Club Class Nationals 2018	Drury	6/01/18	13/01/18
Audi Enterprise Contest 2018	Drury	6/01/18	13/01/18
Vintage Kiwi 2018	Greytown	20/01/18	29/01/18
Multiclass Nationals 2018	Matamata	28/1/18	10/2/18
Enterprise Omarama 2018	Omarama	3/02/18	10/02/18
Central Districts Regionals 2018	Waipuk	17/2/18	24/2/18
Southern Regionals 2018	Omarama	17/11/18	24/11/18
Northern Regionals 2018	Matamata	25/11/18	01/12/18
Multiclass Nationals 2019	Omarama	2/01/19	12/01/19
Club Class Nationals 2019	Matamata (bid) Taupo (bid?)	27/01/19 27/01/19	07/02/19 07/02/19
Central Districts Regionals 2019	Greytown	Feb 2019	Feb 2019

Selection of pilot representatives for the international selection panel: Tony van Dyk, Warren Dickenson and Mark Wilson.

General Business: Discussion occurred about the reducing number of pilots competing in competition and the desire to attract more pilots that have never competed before. The number of contests, particularly non-sanctioned events was identified as a concern.

Meeting finished 11:52 am.

Remits for the Pilots' Meeting

Remit 1 (Proposed by Ross Gaddes; Seconded by Brett Hunter)

That the current penalty for airspace intrusion (see Appendix A) revert to being scored as an outlanding at the point of infringement.

Comment: The proposer states, "I do not see how this achieves what it is intended to. This is not what I believe is 'cheating' as suggested in the violation list. However it is poor navigation and a line needs to be drawn to prevent and discourage airspace intrusion. NZ has a huge amount of airspace that is increasingly impeding on available airspace for our competitions, so it is often a necessary requirement for pilots to fly near airspace lines in order to optimize tasks or to return to base. Mistakes can then happen which of course should invoke a penalty. However the current rule hurts those that are not leaders more than those who are winning. This over rides any advantages in this formula (i.e. subtracting 50% of the winners score) and in fact discourages even submitting a trace should the point score be negative as it was in the Matamata Nationals for at least one competitor."

Remit 2 (Proposed by Ross Gaddes; Seconded by Brett Hunter)

That two current violations be completely dropped concerning information sharing between competitors (see Appendix A under "cheating".) As follows:

Current rule violation 1 – Communicating information regarding another pilot or crew during a contest task, without being requested to do so.

Current rule violation 2 – At National championships, except for class (e), coaching of pilots in other gliders during a contest task.

Suggested change – Erase completely both of these violations concerning communication between competitors.

Comment: The propose states, "I see no point in retaining rules that have no use in the current competition environment. Many European competitions encourage sharing of information because it encourages and trains many to make use of other competitors and form relationships that assist with team flying techniques. I see no harm in sensible sharing of information which is already happening anyway with Flarm real time positioning."

Remit 3 (Proposed by Ross Gaddes; Seconded by Brett Hunter)

That the SRC adopt IGC accreditation for one or more events on the NZ SRC calendar to enable NZ competition pilots to gain points on the IGC ranking list during NZ sanctioned competitions.

Comment: The proposer states, "Although there is a small cost I think that in order to attract overseas competitors and also to encourage NZ pilots by providing a ranking, it is worth it. This might only involve our Nationals but as an overall cost I believe it is worth it. As it is already, with OLC for free style type ranking, competition pilots may find that climbing a ranking ladder is encouraging at all levels. It would also assist in international team selection for representing NZ. It may also attract some non-NZ pilots to stay in NZ in order to gain

points towards their own country's selection regime."

Remit 4 (Proposed by Maurice Weaver, Seconded by Brett Hunter)

That the National Gliding Champion of New Zealand be awarded every second year and be based on combining the scores from the "Nationals" of both the North and South Islands.

Comment: The New Zealand competition gliding scene is not unified. We are effectively two islands that have separate events to choose an "island" Champion, not a National Champion. This is diminishing the quality of our fields and actually reducing competition. The better the quality and greater quantity of entrants in a competition the better the pilots need to fly, to win.

Our National gliding competition is flawed and doesn't provide the most competitive environment possible and the trend is that the top pilots are competing against each other less over time. I was a member of the selection panel for the World Gliding Championships in Benalla. The biggest problem we had in selecting six pilots out of the eleven nominations was that the pilots didn't compete against each other (either by class or island), and the selection process became subjective instead of objective. I believe this is having a negative effect on the quality of our pilots and our ability to compete at an international level.

This remit creates a positive incentive to achieve a higher standard of competition at a National level. It creates an incentive to develop variety in skill levels with both flat land and mountain conditions. It will unify our National competition.

We cannot expect pilots to change their behaviour particularly as the current system reinforces the separate island view that as long as you are prepared to skip a year, you can compete to be National champion in your preferred conditions. The question is do we want to make competition better or not, and what are we prepared to do about it?

I propose that the National champion in both the Open and Racing classes be based on the accumulated score over two years and that the National Champion for each class is only awarded every two years.

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.

2017 recipient – Jim Bicknell, Gliding Wairarapa

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

2017 recipient – Stewart Barton, Wellington

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.

2017 recipient – Terry Delore, Canterbury

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

2017 recipient – Keith Essex, Glide Omarama

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 from club sites, particularly by pilots new to cross-country flying. It is a distance event extending over the season and is run in two divisions; one for flights originating in the North Island and one for flights originating in the South Island. OLC handicaps and scoring are used. Any NZ resident glider pilot with a GNZ QGP certificate may enter provided that, on the first day of the contest, no more than 10 years have elapsed since their QGP was awarded and they have not flown a ratified (or subsequently ratified) Gold distance flight.

*2017 recipients – North Island – Matthew Findlay, Auckland
– South Island – Jason Kelly, Hawkes Bay*

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.

*2017 recipients – North Island – Patrick Driessen, Auckland
– South Island – Jyri Laukkanen, Omarama*

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.

2017 recipient – Terry Delore, Canterbury.

PAST ANGUS & FRIENDSHIP AWARD WINNERS

The Angus Rose Bowl

1975	Jack Hanlon
1976	Wynn Craven & Geoff Ferner
1977	Len Thompson
1978	Ted Ashwell
1979	Russell McDowall
1980	John Roake
1981	Jim Harkness
1982	Noel Jones
1983	Ian Pryde
1984	Ross Macintyre
1985	Max Stevens
1986	Roger Harris
1987	Bruce Cunningham
1988	Bill Walker
1989	Richard Halstead
1990	Mo Wills
1991	Sandy Norman
1992	Bob Henderson
1993	Bob Struthers (posthumously)
1994	Tony Timmermans
1995	John Roake, Bill Walker, Bob Henderson, Mark Aldridge, Wayne Wilson (WGC Directors)
1996	Ann & Frank Gatland
1997	Dennis Crequer
1998	Peter Lyons & Ralph Gore
1999	Roger Read
2000	Gordon Scholes
2001	Ross Marfell
2002	Ruth Pryde
2003	Ian Finlayson
2004	Stewart Cain
2005	Gordon Hookings
2006	Ivan Evans
2007	Tom Anderson
2008	Trevor Atkins (posthumously)
2009	Jerry O'Neill
2010	Brian Chesterman
2011	George Rogers
2012	Yvonne Loader
2013	Terry Jones
2014	John Goddard
2015	Gavin Wills
2016	Martyn Cook
2017	Jim Bicknell

The Friendship Cup

1986	Bill Walker
1987	Dave Prankerd
1988	Jim Rankin
1989	Theo Newfield
1990	Sandy Norman
1991	Jan Walker
1992	Rex Thomas
1993	Betty Cunningham
1994	Warren Spence
1995	World Championship volunteers
1996	Russell Thorne, Simon Casey & Steve Bell
1997	Gavin Wills
1998	Gordon Hookings
1999	Rex Kenny
2000	Roger Harris
2001	Brian Chesterman
2002	Malcolm & Roseann Walls
2003	Karen Morgan
2004	Tom Anderson
2005	Peter Chadwick & Gary Wakefield
2006	Yvonne Loader
2007	Trevor Terry
2008	Sue Wild
2009	Stephen Tollestrup
2010	Roger Read
2011	Warwick Bethwaite
2012	Bill & Jan Mace
2013	Tom Davies
2014	Mike Strathern
2015	Steve Wallace
2016	Grae Harrison
2017	Stewart Barton

***Building a
Sustainable
Membership***

COMMUNICATE

COOPERATE

AVIATE