

# GLIDING NEW ZEALAND ANNUAL REPORT 2019



Conference & AGM  
8-9 June 2019

James Cook  
Hotel Grand  
Chancellor



**GLIDING NEW ZEALAND INCORPORATED  
ANNUAL CONFERENCE & AGM 2019**

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## WEEKEND PROGRAMME

### SATURDAY – 8 JUNE 2019

Time	Session	Chair/Presenter
09:30 – 10:45 am	Annual General Meeting	Steve Wallace
10:45 – 11:30 am	Strategic Overview	David Jensen
11:30 – 12:00 pm	The future – Part 1	Tim Bromhead
12:00 – 1:15 pm	Lunch	
1:15 – 2:00 pm	The future – Part 2	Bob Henderson Doug Hamilton
2:00 – 3:00 pm	The participant experience Workshop – 4 Groups	Brian Sharpe
3:00 – 3:30 pm	Tea/coffee	
3:30 – 4:30 pm	Reporting back	Groups
4:30 – 5:00 pm	Where to from here Re-energising the Promotion Fund	David Jensen Steve Wallace
5:00 – 5:30 pm	General Business	From the floor
5:45	Cash bar opens	
6:15 – 6:45 pm	<i>“Women in NZ Aviation” – Why aren’t there more?</i>	Pip Schofield
6:45 – 7:30 pm	Cocktail food will be served, during which the Annual Awards will be presented from 7:00 pm	

### SUNDAY – 9 JUNE 2019

9:00 – 11:00 am	Contest Pilots’ meeting	Rob Lyon
11:00 – 1:00 pm	Senior Instructors’ Forum	Martyn Cook

**ANNUAL GENERAL MEETING**  
**Saturday 8 June 2019 – 9:30 am**  
**Agenda**

1. Apologies
2. Establishment of proxies
3. Matters Arising from minutes of the annual meeting 9 June 2018
4. Adoption of President's Annual Report
5. Adoption of financial statements for the year ended 31 March 2019
6. Umbrella Trust report
7. Adoption of Annual Reports of officers and committee chairs
8. Consideration of remits (None received)
9. Approval of budget for 2019-2020
10. Fixing of entrance fees and subscriptions for 2019-2020
11. Annual Group membership
12. Elections (nominees in brackets)
  - Executive Member 1 (Karen Morgan – nominated by OSC)
  - Executive Member 2 (Nigel Davy –nominated by OGC)
13. Appointment of Auditor (Mead Stark merged with Ashton Wheelans)
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 9 June 2018, Commencing at 0930am**

**PRESENT:**

**Executive Committee:** Karen Morgan (President - Chair), 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 Hutt Valley, Gliding Manawatu, Gliding Wairarapa, Greytown Soaring Centre, Marlborough, Masterton Soaring Club, Matamata Soaring Centre, Nelson Lakes, Norfolk Aviation Sports, Omarama Gliding Club, Omarama Soaring Centre, Piako, Rotorua, South Canterbury, Taranaki, Taupo, Tauranga, and Wellington.

**Committees and officers represented:** Airspace, Airworthiness, Awards, Central Register, Coaching, Operations, Membership Development, Quality, and Sailplane Racing.

**APOLOGIES:**

Steve Wallace, Mike Oakley, Jim Bicknell.

**PROXIES:**

The following were admitted as proxies: Terry Jones for Central Otago, Ross Gaddes for Kaikohe, David Hirst for Norfolk, and Bob Lock for Rotorua.

**MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 10 JUNE 2017:**

Nil.

**ADOPTION OF PRESIDENT'S ANNUAL REPORT:**

On the motion of Clutha Valley, seconded by Matamata Soaring Centre, the report was **adopted**.

**ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2018:**

The year resulted in a surplus of \$8,208.

**General Fund**

The surplus for the General Fund was \$12,489.

Last year affiliation fees increased by \$5 to \$100, and there was a small increase in membership, which was pleasing. Overall fees collected were \$2,800 up on budget.

There were 349 gliders on the register at 31 October; 309 were invoiced to clubs and 40 were for resigned members who were invoiced direct. Last year CAA addressed the issue of unusable aircraft being charged a Participation Levy with the introduction of their "Deferred Participation Levy" policy. Previously owners had to deregister their aircraft to avoid the levy but they also lost the aircraft's original registration number. Now, if a glider is being restored for example, they can defer the participation levy while still retaining their original registration. This has prompted the remit from the Executive for this AGM for GNZ policies to fall in line with CAA's. There were 11 gliders on the 'deferred' list at balance date, and the Treasurer credited those still owing fees. Eight glider fees remain unpaid at balance date, but after allowing for those on the deferred list, the collection rate was 97%.

The Treasurer expressed special thanks to President, Karen Morgan, for her assistance contacting owners of unpaid fees, in getting to the bottom of owners' situation and issues.

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

Annual Report expenses jumped up last year because a batch of prepaid envelopes were purchased, which will last a few years.

Coaching included a 3-year licence for *taskPilot*, a contribution towards a coaching program with Matthew Scutter during the multi-class nationals, and G Dale returned to finish club coaching sessions in Canterbury and Omarama. This is all part of our Sport NZ funding.

Communications – Webmaster, Tim Bromhead has now moved all GNZ web sites over to the new platform which has resulted in considerable savings in web hosting.

Concessions Granted to Youth is the Youth Glide fees for under-26 and in full time work, which GNZ pays out of the affiliation fee. Youth concessions are not fully disclosed in the financials as GNZ waives affiliation fees for under-26 and in full time study but, because there is no monetary transaction, this concession does not appear in the financials.

Executive Travel reduced by \$1,400 due to Zoom electronic meetings replacing some physical meetings. The savings would have been more but there was one Wellington meeting involving CAA that required an overnight stay.

Flight Instruction Tools is Martyn Cook's work on development of the training syllabus.

Operations Officer expenses are the team's travel costs, reduced last year as the team got club audits up to date in 2017.

Treasurer is down \$4,920 as 2017 was the introduction of the Glider Fee which involved quite a bit of one off work, and 2018 was an unusually quiet year.

Website development has previously come out of the Promotions Fund but this year the work was largely around tracking Coaching and therefore part of our Sport NZ funding, so it is included in the General Fund.

Youth Soaring Development is also part of the Sport NZ funding and recognises Youth achievements throughout the year.

At balance date the General Fund had balance of \$165,793.

### **Promotions Fund**

The year resulted in a deficit of \$5,781. The main income is the transfer of \$3.50 per affiliation fee, while donations drop off each year.

The Promotions fund paid for the cost of the A & B badges issued and we had one First Competition Award claimed last year. Promotional Advertising is the cost of the member survey that was carried out last year. Promotions & Marketing manager was Brian Sharpe's remuneration, plus travel and catering costs for his club visits following the survey.

The Promotions Fund had a balance of \$9,153 at year end.

### **Instructors Fund**

GNZ is no longer receiving the distribution from NZ Aviation Federation which provided the income for the Instructors' Fund. There were no claims on the fund for instructor courses last year, so the fund remains at \$5,351.

### **Tasman Trophy Fund**

The usual \$1,500 transfer from affiliation fees, and no costs last year. The fund has a balance of \$13,296.

## **Balance Sheet**

Prepayments relate to transactions that went through last financial year but pertain to this financial year. For Soaring NZ it is the two winter issues which fall into the following financial year. For Sport NZ, their funding year is July to June, and prepayment is the Apr-June portion.

## **Audit**

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

On the motion of Canterbury, seconded by Glide Omarama, the accounts were **adopted**.

## **UMBRELLA TRUST REPORT**

It is pleasing to see an increase in Pryde Levies reflecting an extra 26 participants in competitions, which can be partly attributed to the Coaching Programs run last year attracting more pilots to compete. Interest from Club Loans has increased while interest from investments has decreased, reflecting more of the funds being out in Club Loans.

Portfolio returns were only 3.8% net last year, largely due to the impact of the Federal rates in the US, which also had an indirect effect on fixed interest. Also with the move to more international investments last year, buying and selling in the short term does result in decreased returns. The move to more international investments also comes with an increase in management fees as they are more expensive to manage. Portfolio taxes relate to imputation credits on dividends, which we are unable to avoid or claim back. The trust is exempt for income tax so we are not charged any Resident Withholding Tax on investments or any other taxes. Since inception the portfolio has returned 6.2%, on a reasonably conservative 'Income & Growth' portfolio with expectations of 6-8%. The Trustees are generally underwhelmed by the performance and will be discussing whether they would be better to move to a less managed fund, or the best way forward.

The Trust's expenses are inclusive of GST as the entity is not registered for GST. The Treasurer's role is broken down into time spent on Accounting, Loans and Secretarial – the small decrease on the year before is largely due to a change from monthly reporting to the Trustees to quarterly.

## **Grants**

Whenever the Trustees assess grants they try to anticipate funds required for major upcoming events and keep money aside for these. In the Income Statement it may appear they have granted funds exceeding income or there is a surplus to grant, but this statement does not show grant funds brought forward nor account for funds that only allow for 50% of the surplus to be available for grants, so in the AGM booklet a spreadsheet is included tracking funds available for grants, and this is what Trustees refer to when assessing grants.

Grants awarded last year were:

- Roger Read's Youth Soaring Development Camp Omarama was again granted \$2000 which they give in grants to attendees.
- Nick Oakley & Alex McCaw were granted \$1,000 each for the 2017 Junior World Champs in Lithuania, their entry fees had already been paid in the 2017 financial year.
- Omarama Gliding Club were granted \$2,500 to support a Coaching/Mentoring program run in conjunction with the South Island Regionals



- Mark Tingey was granted \$2,000 to compete in the 2018 Sailplane Grand Prix Final, Vitacura, Chile.
- Youth Glide NZ was granted \$2,000 to support attendees flying costs for Youth Soaring Development Camps and Mini Camps held throughout the year.
- Youth Glide NZ was granted \$3,000 to cover the cost of producing a video to promote youth in gliding within NZ.

Matamata Soaring Centre was granted \$2,000 towards a Coaching program with Matthew Scutter, run during the Multi-Class Nationals in Matamata.

### **Club Loans**

Canterbury Gliding Club drew down their \$100,000 loan that was approved the previous year, and have been paying off principal quarterly, so had already paid off \$15,000 at balance date.

Taranaki principal repayments have been well ahead of schedule, and as the club had other priorities, they paid the minimum principal last year.

Meanwhile Wellington made an early repayment of their 2018/19 principal.

A reminder that the deadlines for grant and loan applications are 31 May and 31 October. Clubs wanting to apply for a grant or a loan are advised to apply in **well in advance** of when the funds are required.

If any club is considering a loan, the Treasurer would appreciate early advice in order to manage investments around it.

### **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 Greytown Soaring Centre, seconded by Taupo.

### **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 Matamata Soaring Centre, seconded by Auckland Aviation Sports Club.

### **CONSIDERATION OF 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.

The remit was seconded by Piako and, after some discussion about the CAA reasons for deferral, was put to the meeting and **carried** unanimously on a show of hands.

### **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.

The remit was seconded by Rotorua. Considerable discussion followed, revealing considerable support for the magazine, which would inevitably cease publication on economic grounds should the remit pass. It was generally felt that the magazine is a useful promotional tool for attracting new members, and it also creates a sense of community. When put to the meeting the remit was **lost** by 37 votes to 4.

## **APPROVAL OF BUDGET FOR 2018-2019:**

### **General Budget**

The budget assumed a fairly static membership, and reduced income from Glider Fees to allow for a number of gliders being put on the CAA deferred list.

Expenses expected to be very similar to last year, except:

- The Central Register Manager's contract has increased by \$800 on previous years. More hours were always done than has been reimbursed, and the manager was prepared to accept that during the development of the online membership system, but the development work is over, while the ongoing work has increased, so it was time to address it. The new contract is for \$4,000 or time spent, whichever is the lesser.
- Flight Instruction Tools reflects a new contract for Martyn Cook in his capacity as NOO with a brief to "review and update GNZ's training program and provide clear guidance for Club instructors within a coherent system that is safe, efficient, practical and effective. Particular emphasis to be applied to instructor development, free and open exchange of information and support for smaller clubs".

Expenses relating to the Sport NZ Grant are Youth Soaring Development, continuation of the Coaching Program, and this includes Website Development to facilitate the tracking of coaching.

Based on this budget, no changes to affiliation fees are proposed.

### **Promotions Budget**

A Promotions Budget has been included this year at the request of Membership Development Committee. Income is made up of \$3.50 per member from their affiliation fee, donations that are dwindling and likewise interest that is reducing as the fund is spent. Expenses are the usual cost of A & B badges issued, first competition awards and promotional copies of the magazine. And then a budget of \$8,900 has been allowed for the newly formed Membership Development Committee. With a \$6k deficit, the budget does not balance, and although we still have \$9k in the Promotions Fund, that is going to be used up pretty quickly.

On the motion of Omarama Soaring Centre, seconded by South Canterbury, the budget was **approved**.

### **FIXING OF ENTRANCE FEES & SUBSCRIPTIONS FOR 2018-2019:**

**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 2018-2019 no change in the flying member affiliation fee of \$100.00 (incl GST) and no change in the aircraft levy of \$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), 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.*

The Executive's recommendation was seconded by Omarama Gliding, 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:**

Karen Morgan retired, having completed four years as President, but will remain on the committee for one year as Immediate Past President. David Hirst completed his two-year term. Steve Wallace (Vice President), Nigel Davy and David Jensen each have one year remaining of their terms.

Accordingly, nominations were invited and received for President, Vice President and one Member as follows:

President	Steve Wallace	2-year term	CLV / AAV
Vice President	David Hirst	2-year term	WLN / GSC
Executive Member	Tim Austen	2-year term	OGC / TPO

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

**APPOINTMENT OF AUDITOR:**

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

**GENERAL BUSINESS:**

Piako proposed a vote of thanks to the retiring President, which was received with acclamation.

**2019 ANNUAL MEETING:**

Piako proposed that the next meeting should be held in Wellington on 8 June 2019, seconded Tauranga, and agreed unanimously.

Executive to canvas future alternative arrangements.

**The President declared the meeting closed at 10:55 am.**

Read and adopted as a true and correct record this 27<sup>th</sup> day of October 2018.



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 31<sup>st</sup> 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.

<b>Affiliate Member</b>	<b>Members</b>	<b>Votes</b>	<b>Affiliate Member</b>	<b>Members</b>	<b>Votes</b>
Auckland Aviation SC	29	2	Masterton Srng Club	5	1
Auckland GC	81	4	Matamata Srng Centre	-	1
Canterbury GC	70	3	Nelson Lakes GC	17	1
Central Otago FC	12	1	Norfolk Aviation SC	5	1
ATCANZ	-	1	Omarama GC	38	2
Clutha Valley GC	2	1	Omarama Srng Centre	-	1
Glide Omarama	39	2	Piako GC	58	3
Gliding Hawkes Bay & Waipukurau	30	2	Rotorua GC	6	1
Gliding Hutt Valley	7	1	South Canterbury GC	14	1
Gliding Manawatu	34	2	Taranaki GC	17	1
Gliding Wairarapa	9	1	Taupo GC	43	2
Greytown Srng Centre	-	1	Tauranga GC	36	2
Kaikohe GC	13	1	Wellington GC	62	3
Marlborough GC	18	1			
			<b>Total</b>	<b>645</b>	<b>43</b>

Note: The membership numbers above are flying members as at 31 October 2018. The total of 645 increased to 729 by 31 March 2019.

## ***PRESIDENT'S ANNUAL REPORT***

Welcome to my first annual report as President. My first year in the role has been one of excitement and optimism. We have so many amazing and talented people contributing so many good things to the sport we all love it is hard to know where to begin. Let me start however with the three key drivers of our organisation which I'm pleased to report are all 'in the green'.

- 1. Safety** – by all measures it has been a good year. We have had no serious or fatal accidents. The last two years' stats have been the best / lowest for a long time and gliding accidents per 100,000 launches has been trending down for the last four years from 41 to 25. We have however for a very long time, not been able to go three consecutive years without a fatality, so this season it is super important that we all prioritise safety in all aspects of our approach to flying. Let's make sure we make it three in a row! It is also pleasing to note that the rate of incident reporting is on the increase. This is important because a high level of incident reporting is indicative of a high-quality safety culture and provides valuable insights from which proactive preventative action can be taken. Please everybody, keep those incident reports coming.
- 2. Membership numbers** – these are also most pleasing as we have seen an overall increase in numbers for the second year running. Up 4.7% for 2019 and an improvement from 2018's 2% increase. The total percent of female flying members and those under 26 years of age is also on the increase, which bodes well for the future health of our sport. Next year's results of course now become particularly important so we can call this a real trend and not a blip. I'm reluctant to single out individuals because so many people do so much great work, often un-noticed, but it is apparent that the work being done by the likes of Roger Read with Youth Glide, Martyn Cook with the modernisation and digitisation of the flight training program and Brian Sharpe as the head of the newly developed Membership Development Committee is really starting to pay dividends. They are modelling a recipe for success and the Executive is committed to doing whatever we can to support these initiatives.
- 3. Finance** – to ensure our on-going future viability as an organisation it is important that we prudently manage our finances. We have always been fortunate to have this done by some very capable people and I'm pleased to say our financial position remains healthy. This FYE just gone has shown a larger than usual surplus and while it is not the purpose or intention of an organisation such as ours to run surpluses it certainly helps off-set those years such as this one coming where significant extra expenditure will be required. Our Part 149 recertification with CAA is due this year and we will also be hoping to achieve approval for the modernisation of the flight training program. This will all come at significant cost. On another note, the separation of glider related fees from general membership fees has been in place for a few years now and appears to be working well. This separation allowed for the lowering of the membership fee, meaning new members who don't own gliders (i.e. most of them) are no longer subsidising the operational costs of private owners. This potential financial barrier to a new member or non-owner of a glider has therefore been significantly lowered thus providing greater access to our sport for a larger number of people.

To keep our organisation running smoothly and our key indicators 'in the green' we need the right people in the right places doing the right things. Our people are our key to our success and we are fortunate to have some of the best. Succession planning is always an agenda item at Executive meetings and below is a quick summary of changes in key people this year.

**Executive committee.** This year marks the retirement from the committee of David Jensen and I'd like to thank David for his outstanding and valued contribution. David's knowledge and experience of governance at the board level of large organisations has been invaluable and he will be sorely missed. The executive however now looks forward to increasing our representation from our fastest growing membership categories and hopes to confirm a suitable nominee for the Youth Glide representative at this AGM.

**Operations committee.** Now led by Martyn Cook this committee is now fully staffed and functioning well with highly capable representation in all positions. Regular 'Zoom' meetings are resulting in a valuable flow of communication back to the club CFI's and onwards to the general membership.

**Coaching.** I am very pleased to announce the appointment of Murray Wardell as National Head Coach. There is much to be done in this role to establish coaching as a fully functioning fully integrated part of the GNZ fabric. I have every confidence in Murray to make this role his own and get the communication and projects flowing.

**Airworthiness.** Another very pleasing appointment this year was that of Mike Strathern to the role of National Airworthiness Officer. As an engineer of the highest calibre, with an eye for detail and an unwillingness to accept anything but the required standard, Mike is on a mission to ensure all glider engineering in NZ is done competently, safely and to spec.

**Sailplane Racing.** Rob Lyon has done a great job this year chairing this committee which for the first time in a while has been fully represented. Rob is obviously a man that likes a challenge as indications are he will be staying on for a second term. The competition scene is ever evolving, and with more choices than ever before, pilots are voting with their feet (or should that be wings). Competitions however still provide one of the best managed pathways into effective cross country flying so the challenge for the SRC will be ensure the pathway remains open and viable, catering not just to the needs of the advanced pilot but to those of the novice and intermediate pilot as well.

All other committees and appointed officers are functioning exceptionally well with a lot of exciting projects in the pipeline. You will get a better idea of all this from the reports that follow in the AGM & Conference booklet.

I wish you all the best for a safe and exciting year of gliding ahead.

***Steve Wallace, President***

## OFFICE HOLDERS & COMMITTEES 2018-19

### **Executive:**

<b>President</b>	Steve Wallace
Vice President	David Hirst
Immediate Past President	Karen Morgan
Member	Nigel Davy
Member	David Jensen
Member	Tim Austen
Treasurer	Laurie Kirkham
Executive Officer	Max Stevens
<b>Quality Manager</b>	Terry Jones
<b>Auditor</b>	Mead Stark

### **Operations:**

<b>NOO</b>	Martyn Cook
Northern ROO	David Moody
Central ROO	David Hirst
South Island ROO	Graham Erikson
<b>Airworthiness NAO</b>	Mike Strathern
<b>Awards Officer</b>	Edouard Devenoges
<b>Central Register Mgr</b>	Laurie Kirkham
<b>Webmaster</b>	Tim Bromhead

### **Membership Development Team:**

<b>Chairman</b>	Brian Sharpe
Member	Sabrina Schels
Member	Kirstin Thompson
Member	Malcolm Piggot
Member	Ben Wilson
Member	Tim Tarbotton

### **Airspace:**

<b>Chairman</b>	Trevor Mollard
Northern	Russell Thorne
Central	Tony Passmore
Southern	Kevin Bethwaite

### **Sailplane Racing:**

<b>Chairman</b>	Rob Lyon
Member	Gavin Wills
Member	Milan Kmetovics
Member	Christian Derold
Member	Glyn Jackson
Member	Mark Tingey

### **FAI Delegate**

Max Stevens

### **Coaching:**

National Head Coach	Vacant
Northern Region	Paul Schofield
Central Region	Mark Wilson David Hirst
Southern Region	Nigel Davy

### **NZ Representative Team Selectors:**

Warren Dickinson  
Tony Van Dyk  
Mark Wilson

<b>NZAF Delegate</b>	Tom Davies
<b>Medical Advisor</b>	Tom Milliken



**GLIDING NEW ZEALAND INCORPORATED**  
**INCOME STATEMENT**  
For the year ended 31 March 2019

<i>Total</i> <b>2018</b>		<b>Total</b> <b>2019</b>	<b>Allocation of income items to internal funds</b>							
			<b>GNZ</b> <b>General Funds</b>		<b>Promotional</b> <b>Fund</b>		<b>Instructors</b> <b>Fund</b>		<b>Tasman</b> <b>Trophy</b>	
			<b>2019</b>	<b>2018</b>	<b>2019</b>	<b>2018</b>	<b>2019</b>	<b>2018</b>	<b>2019</b>	<b>2018</b>
	<b>INCOME</b>									
	Affiliation Fees									
7,200	Commerical/Associate etc	<b>7,287</b>	7,287	7,200						
28,213	Gliders	<b>26,631</b>	26,631	28,213						
54,686	Members	<b>55,509</b>	51,774	50,985	2,234	2,201			1,500	1,500
2,191	Youth Glide NZ	<b>2,459</b>	2,459	2,191						
92,290	Total Affiliation Fees	<b>91,885</b>	88,151	88,589	2,234	2,201	-	-	1,500	1,500
-	Distribution from Aviation Federation	<b>1,200</b>					1,200	-		
1,515	Donations	<b>1,155</b>			1,155	1,515				
687	Engineers Fees	<b>826</b>	826	687						
5,488	Interest Received	<b>5,548</b>	5,533	5,159	15	329				
49,001	Soaring NZ Subscriptions	<b>48,397</b>	48,397	49,001						
15,000	Sports NZ Grant	<b>15,000</b>	15,000	15,000						
773	Surplus on Sales of Badges etc	<b>920</b>	920	773						
<b>\$164,754</b>		<b>\$164,931</b>	\$158,827	\$159,209	\$3,405	\$4,045	\$1,200	-	\$1,500	\$1,500

These financial statements are subject to audit.

**GLIDING NEW ZEALAND INCORPORATED**  
**INCOME STATEMENT**  
For the year ended 31 March 2019 (continued)

Total 2018		Total 2019	Allocation of expense items to internal funds								
			GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		
			2019	2018	2019	2018	2019	2018	2019	2018	
	<b>EXPENDITURE</b>										
1,600	Auditing	1,620	1,620	1,600							
4,055	AGM Expenses	4,140	4,140	4,055							
187	Airspace Committee Expenses	172	172	187							
3,353	Airworthiness Committee	6,619	6,619	3,353							
1,047	Annual Report	686	686	1,047							
2,500	Awards Officer's Expenses	2,500	2,500	2,500							
556	Civil Aviation Charges	1,235	1,235	556							
6,480	Coaching & XC Training	-		6,480							
225	Communications	75	75	225							
815	Concessions Granted to Youth	874	874	815							
10,303	Executive's Travelling Expenses	6,479	6,479	10,303							
31,601	Executive Officer's Remuneration	31,815	31,815	31,601							
1,814	FAI Affiliation Fees	1,846	1,846	1,814							
467	FAI Awards	(61)			(61)	467					
250	First Competition Award	-				250					
5,040	Flight Instruction Tools	11,400	11,400	5,040							
309	General Expenses	657	657	309							
1,045	Insurance	1,045	1,045	1,045							
4,478	Membership Development Contributions	2,118			2,118	4,478					
3,200	National Membership Register	4,000	4,000	3,200							
2,836	Operations Officers' Expenses	2,590	2,590	2,836							
4,218	Promotional Advertising	435			435	4,218					
413	Promotional Copies of "Soaring"	348			348	413					
-	Sailplane Racing Committee Expenses	-									
46,719	Soaring NZ Magazines	46,423	46,423	46,719							
1,255	Subscriptions	1,303	1,303	1,255							
-	Tasman Trophy Expenses	-									
-	Training Course Contributions	1,530					1,530				
12,164	Treasurer's Remuneration	12,153	12,153	12,164							
-	Trophies	-									
3,825	Website Development	2,000	2,000	3,825							
2,191	Youth Glide NZ Affiliation Fees	2,459	2,459	2,191							
3,600	Youth Soaring Development	3,600	3,600	3,600							
156,546		150,061	145,691.60	146,720	2,839	9,826	1,530	-	-	-	
8,208	<b>EXCESS/(DEFICIT) OF INCOME</b>	<b>14,870</b>	13,135	12,489	565	(5,781)	(330)	0	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 2019**

Allocation of income and expense items to internal funds												
<b>Total 2018</b>		<b>Total 2019</b>	<b>GNZ General Funds</b>		<b>Promotional Fund</b>		<b>Instructors Fund</b>		<b>Tasman Trophy</b>		<b>Operations Officers Fund</b>	
			<b>2019</b>	<b>2018</b>	<b>2019</b>	<b>2018</b>	<b>2019</b>	<b>2018</b>	<b>2019</b>	<b>2018</b>	<b>2019</b>	<b>2018</b>
196,496	Opening Balance - 1 April 2018	<b>204,704</b>	165,793	153,304	9,153	14,934	5,361	5,361	13,296	11,796	11,100	11,100
8,208	Excess/(Deficit) of Income over expenditure for 2018/19	<b>14,870</b>	13,135	12,489	565	(5,781)	(330)	-	1,500	1,500	-	-
<b>\$204,704</b>	Closing Balance - 31 March 2019	<b>\$219,574</b>	\$178,929	\$165,793	\$9,718	\$9,153	\$5,031	\$5,361	\$14,796	\$13,296	\$11,100	\$11,100

These financial statements are subject to audit.

**BALANCE SHEET as at 31 March 2019**

<b>Total 2018</b>		<b>Total 2019</b>	
<b>\$204,704</b>	<b>Accumulated Funds</b>	<b>\$219,574</b>	The allocation of these accumulated funds over the various internal funds is shown in the above Statement of Movements in Equity
	<b>Represented by:</b>		
	<b>Current Assets</b>		
125,114	BNZ - Current Accounts	88,642	Signed on behalf of the Executive Committee
141,031	BNZ - Short Term Deposits	194,906	
3,213	Sundry Debtors	2,735	
2,695	Stocks of Badges, Ropes etc	4,517	
<b>272,052</b>	<b>Total Assets</b>	<b>290,800</b>	
	<b>Less Current Liabilities</b>		Steve Wallace President
40,355	Sundry Creditors	44,521	
23,244	Soaring NZ Prepayments (Note 3)	22,955	
3,750	Sports NZ Prepayment (Note 4)	3,750	
<b>67,349</b>	<b>Total Liabilities</b>	<b>71,227</b>	
<b>\$204,704</b>	<b>Net Assets</b>	<b>\$219,574</b>	These financial statements are subject to audit.

## GLIDING NEW ZEALAND INC NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2019

### 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 2019.

**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 Officer, Nigel Davy, was the applicant to the Gliding NZ Umbrella Trust on behalf of Omarama Gliding Club which received a grant of \$4,000 for a Mentoring/Coaching Programme during the South Island Regionals 2018. Executive Officer, Tim Austen, is also a member of Omarama Gliding Club.

Executive Officers, David Hirst and Tim Austen, and CEO, Max Stevens, are members of Wellington Gliding Club which has a loan from the Gliding NZ Umbrella Trust. The Wellington Gliding Club also received a grant of \$2,280 from the Gliding NZ Umbrella Trust for a Coaching Programme during the Central District Regionals 2019.

CEO, Max Stevens, is a member of Canterbury Gliding Club which has a loan from the Gliding NZ Umbrella Trust.

Executive Officer, Tim Austen is the President of Youth Glide NZ which received a grant of \$2,000 from the Gliding NZ Umbrella Trust for their Youth Soaring Development Camp Dec 2018.

During the year two committee members received remuneration for their services. They are both independent contractors who invoice the organisation for their services. During the year payments totalling \$31,815 (2018 \$31,601) were paid to Max Stevens and \$12,153 (2018 \$12,164) to Laurie Kirkham.

**NOTE 2 – SOARING NZ PREPAYMENTS:** A sum of \$22,995 (2018 \$23,244) received in respect of 2 of 4 magazine issues to 31 October 2019 has been held over until the 2019/20 year.

**NOTE 3 – SPORT NZ PREPAYMENT:** A sum of \$3,750 (2018 \$3,750) received in respect of the three months to 30 June 2019 has been held over until the 2019/20 year.

**NOTE 4 – CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES:** There are no capital commitments or contingent liabilities as at 31 March 2019 (2018 \$nil).

**GLIDING NEW ZEALAND LOAN FUND TRUST**

**FINANCIAL STATEMENTS for the year ended 31 March 2019**

<b>INCOME STATEMENT for the year ended 31 March 2019</b>			<b>Notes to the financial statements</b>
<b>2018</b>		<b>2019</b>	<b>Reporting entity</b>
	<b>Income</b>		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.
1,000	Interest from Loans to Clubs	231	
1	Interest from Bank Deposits	0	
1,001	<b>Surplus for the year</b>	231	
33,666	Accumulated Funds Brought Forward	10,167	
(24,500)	Less Gifting to Gliding NZ Umbrella Trust	(10,398)	<b>Accounting policies</b>
			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.
<u>\$10,167</u>	Accumulated Funds Carried Forward	<u>-</u>	
<b>BALANCE SHEET as at 31 March 2019</b>			
<b>2018</b>		<b>2019</b>	<b>Specific accounting policy</b>
	<b>Loans to Clubs</b>		The following specific accounting policies which materially affects the measurement of financial performance and financial position has been applied.
10,000	Tauranga Gliding Club	-	
-	Wanganui-Manawatu Gliding Club	-	<b>Loans</b> - Loans are stated at their estimated realisable value after due allowance, if required, for amounts considered uncollectable.
10,000		-	<b>Revenue</b> - Interest is recognised when earned.
	<b>Other Assets</b>		<b>Gifting to Gliding NZ Umbrella Trust</b>
210	BNZ Current Account	-	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. The remaining loan was paid off in October 2018, and the final gifting of \$10,398 was transferred 17 October 2018. Gifting totalled \$446,398. 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".
106	Accrued Interest	-	
(149)	Accounts Receivable	-	
10,167	<b>Total Assets</b>	-	
	<b>Less Liabilities</b>		
-		-	
<u>\$10,167</u>	<b>Net Assets and Accumulated Funds</b>	<u>-</u>	
Signed on behalf of the Trustees			
Steve Wallace			
<b>President</b>			<b>These financial statements are subject to audit.</b>

**GLIDING NEW ZEALAND UMBRELLA TRUST**

**INCOME STATEMENT**

For the year ended 31 March 2019

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)	
			2019	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019	2018
	<b>INCOME</b>																	
1,240	Competition Levies	935									935	1,240						
9,414	Interest from Club Loans	7,793															7,793	9,414
2,012	Interest from Investments	3,590	474	284	744	444	233	137	152	90	272	162	205	121	250	153	1,260	620
37,458	Portfolio Income	44,830	5,921	5,282	9,286	8,262	2,907	2,559	1,900	1,673	3,396	3,024	2,564	2,258	3,121	2,851	15,735	11,549
50,124		57,149	6,395	5,566	10,030	8,706	3,139	2,697	2,052	1,762	4,603	4,426	2,770	2,379	3,371	3,005	24,788	21,583
	<b>OUTGOINGS</b>																	
1,466	Audit	1,466																
	Accounting & Secretarial																	
2,638	Accounting	2,644																
525	Loans	645																
3,359	Secretarial	3,732																
6,521		7,021																
40	Bank Fees	40																
7,664	Portfolio Fees	7,773																
932	Portfolio Taxes	875																
16	Postage & Stationery	1																
90	Travel Reimbursements	90																
16,730		17,266	1,908	1,864	2,993	2,915	937	903	612	590	1,109	1,086	827	797	1,006	1,006	7,874	7,569
33,394	<b>NET INCOME before Grants</b>	39,882	4,487	3,702	7,037	5,791	2,203	1,794	1,440	1,172	3,495	3,341	1,943	1,582	2,365	1,998	16,914	14,014
15,500	<b>Grants Awarded</b>	12,280	0	1,600	2,000	2,000	2,000	0	0	0	2,000	2,000	2,000	0	2,000	2,400	2,280	7,500
17,894	<b>NET INCOME after Grants</b>	<b>27,602</b>	<b>4,487</b>	<b>2,102</b>	<b>5,037</b>	<b>3,791</b>	<b>203</b>	<b>1,794</b>	<b>1,440</b>	<b>1,172</b>	<b>1,495</b>	<b>1,341</b>	<b>(57)</b>	<b>1,582</b>	<b>365</b>	<b>(402)</b>	<b>14,634</b>	<b>6,514</b>

These financial statements are subject to audit.

GLIDING NEW ZEALAND UMBRELLA TRUST

STATEMENT OF MOVEMENTS IN EQUITY

For the year ended 31 March 2019

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)	
			2019	2019	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019
1,039,635	Opening balance - 1 April 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
24,500	Gifts Received	10,398	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,398	24,500
1,064,135		1,092,427	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	499,456	482,544
50,124	Income	57,149	6,395	5,566	10,030	8,706	3,139	2,697	2,052	1,762	4,603	4,426	2,770	2,379	3,371	3,005	24,788	21,583
16,730	Less: Share of Expenses	17,266	1,908	1,864	2,993	2,915	937	903	612	590	1,109	1,086	827	797	1,006	1,006	7,874	7,569
15,500	Grants Awarded	12,280	0	1,600	2,000	2,000	2,000	0	0	0	2,000	2,000	2,000	0	2,000	2,400	2,280	7,500
17,894	Net Surplus (Deficit)	27,602	4,487	2,102	5,037	3,791	203	1,794	1,440	1,172	1,495	1,341	(57)	1,582	365	(402)	14,634	6,514
1,082,029	Closing balance - 31 March 2019	1,120,030	125,157	120,671	194,294	189,257	59,441	59,238	40,157	38,717	70,715	69,220	52,203	52,260	63,972	63,607	514,090	489,059
These financial statements are subject to audit.																		
<b>BALANCE SHEET as at 31 March 2019</b>																		
<b>Total</b>		<b>Total</b>																
<b>2018</b>		<b>2019</b>																
1,082,029	Accumulated Funds	1,120,030	The allocation of these accumulated funds over the various trust funds is shown in the above Statement of Movements in Equity.															
100	Capital	100																
<b>1,082,129</b>	<b>Total Equity</b>	<b>\$1,120,130</b>																
<b>Represented by:</b>																		
<b>Current Assets</b>																		
48,372	BNZ - Current Accounts	49,173																
56,741	BNZ - Short Term Deposits	94,835																
779,580	BNZ - Investment Portfolio	815,763	Signed on behalf of the Trustees															
755	Accrued Interest	673																
1,226	Sundry Debtors	1,112																
886,675		961,556																
<b>Long Term Assets</b>																		
85,000	Canterbury Gliding Club Loan	55,263																
9,600	Taranaki Gliding Club Loan	4,800	Mark Tingey															
101,500	Wellington Gliding Club Loan	101,500																
196,100		161,563	<b>Chairman</b>															
1,082,775	Total Assets	1,123,118																
<b>Liabilities</b>																		
645	Sundry Creditors	2,988																
<b>1,082,129</b>	<b>Net Assets</b>	<b>\$1,120,130</b>	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 brought 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>		<i>50%</i>	<i>50%</i>	<i>100%</i>	<i>50%</i>	<i>100%</i>	<i>100%</i>	<i>100%</i>	<i>50%</i>
<b>2019</b>	Net Income before Grants	39,882	4,487	7,037	2,203	1,440	3,495	1,943	2,365	16,914
	Income Available for Grants	24,944	2,243	3,518	2,203	720	3,495	1,943	2,365	8,457
	Plus Balance B/f 2018	15,976	1,962	2,177	2,114	359	2,658	2,889	4,311	(493)
	Less Grants Awarded	12,280	0	2,000	2,000	0	2,000	2,000	2,000	2,280
	Available for Grants - bal c/f	28,640	4,205	3,695	2,317	1,079	4,153	2,832	4,676	5,684

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### Umbrella Trust – Trustees 2018-19

**Chairman** Mark Tingey

Karen Morgan

Grae Harrison

Roland van der Wal

Steve Wallace

**Secretary/Treasurer** Laurie Kirkham

**Loans Officer** Tom Davies



**GLIDING NEW ZEALAND UMBRELLA TRUST**  
**Notes to the Financial Statements For the year ended 31 March 2019**

**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 2019.

**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 2019.

**RELATED PARTY TRANSACTIONS**

Nigel Davy, Gliding NZ Executive, applied for funds on behalf of Omarama Gliding Club who were granted \$4,000 towards a Mentoring/Coaching Programme during the South Island Regionals 2018. Gliding NZ Executive member Tim Austen is also a member of Omarama Gliding Club.

Trustee Grae Harrison, Loans Officer Tom Davies, Gliding NZ CEO Max Stevens and Gliding NZ Executive David Hirst and Tim Austen are members of Wellington Gliding Club which received a \$145,000 loan from the Rothmans/GNZ Loans Fund in 2015. The Wellington Gliding Club also received a grant of \$2,280 towards a Coaching Programme during the Central Districts Regionals 2019.

Tim Austen, Gliding NZ Executive, is the President of Youth Glide NZ which received a grant of \$2,000 for the Youth Soaring Development Camp Omarama 2018.

Gliding NZ CEO, Max Stevens, is a member of Canterbury Gliding Club which received a \$100,000 loan from the Rothmans/GNZ Loans Fund in May 2017.

Trustee, Mark Tingey, is a member of Tauranga Gliding Club that had a loan with GNZ Loans Fund which was paid off in October 2018.

There were no other related party transactions for the year ended 31 March 2019.

## **INVESTMENTS**

The BNZ Private Banking Portfolio returned 4.76% (2018: 3.97%) before tax and after fees and 4.64% (2018: 3.84%) after tax and fees. The average return on Term Deposits was 3.51% (2018: 3.53%) for the year.

## **LOANS APPROVED**

No new loans were approved during the year.

## **GRANTS AWARDED**

### **2018 World Championships, Czech Republic**

Patrick Driessen applied for funds to support attending the 2018 World Champs. He was granted \$4,000 - \$2,000 from the *Gliding NZ Roake Trust* and \$2,000 from the *Gliding NZ World Champs Fund*.

### **2018 Youth Soaring Development Camp**

Roger Read applied to support four attendees at the December 2018 Youth Soaring Development Camp, awarding \$500 each towards their flying costs. \$2,000 was granted from the *Youth Glide Omarama Fund*.

### **2018 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 2018. A total of \$4,000 was granted - \$2,000 from *Pryde Memorial Trust Fund* and \$2,000 from the *Mike Rix Memorial Trust Fund*.

### **2019 Central Districts Regionals Coaching Programme**

Brian Sharpe, on behalf of Wellington Gliding Club, applied for funds to support a Coaching Programme during the Central District Regionals 2019. \$2,280 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. The remaining loan was paid off in October 2018 and the final gifting of \$10,398 was transferred 17 October 2018. Gifting from the Fund totalled \$446,398.

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:

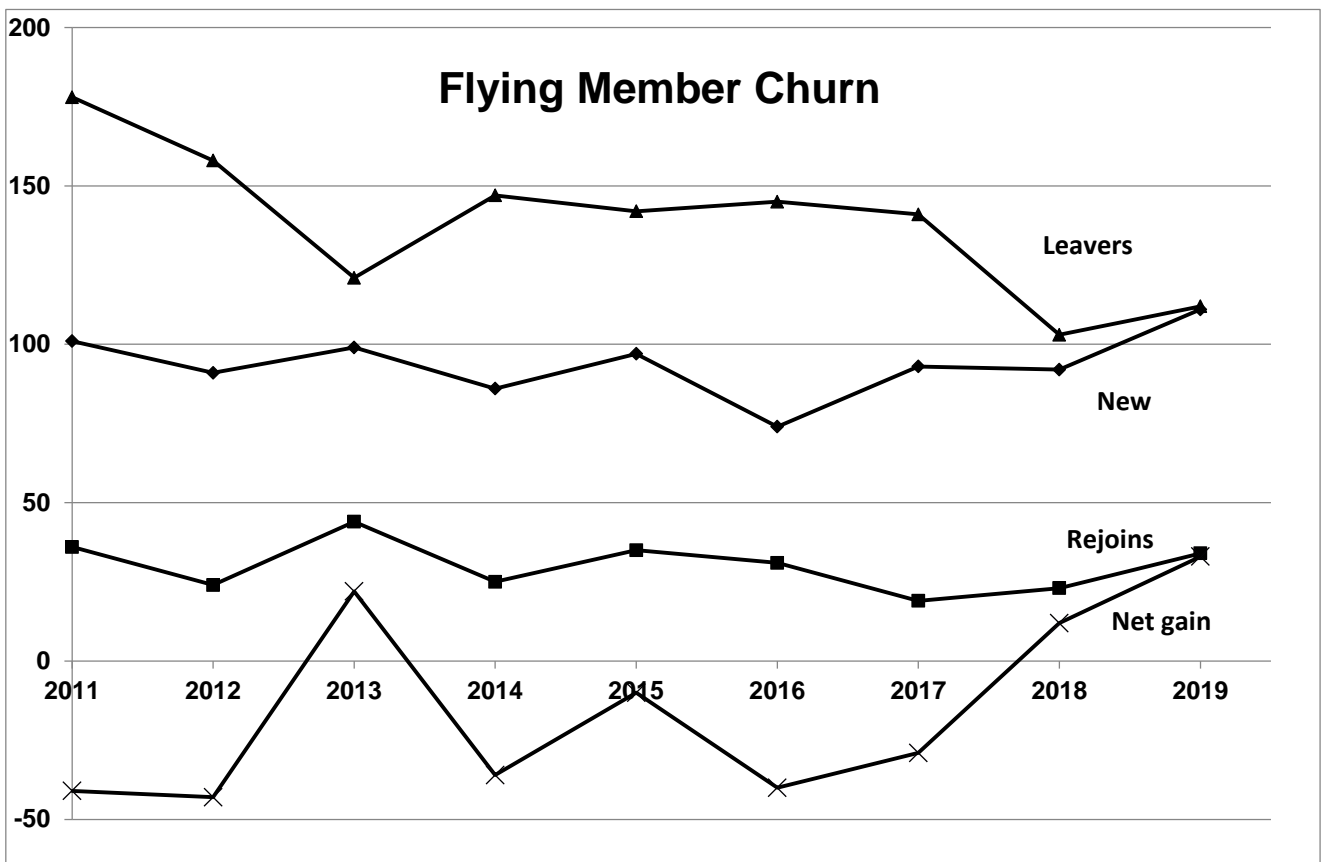
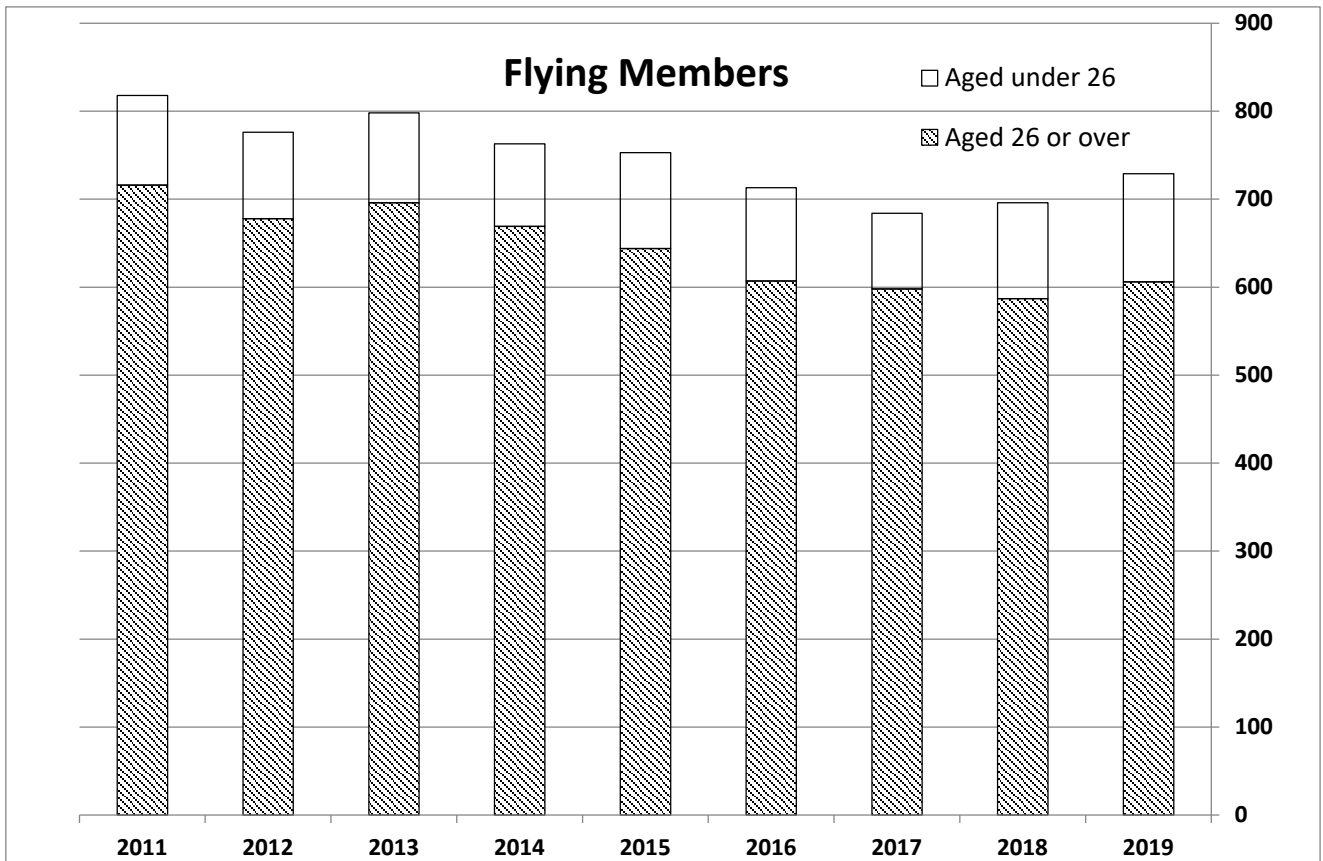
The remarkable increase over the last few years in the proportion of female pilots under the age of 26 is holding. For pilots under 26, this table does not differentiate between those who qualify as “junior” for fee purposes (ie in full-time study) and those who don’t. Ages in the table are as at 31 March 2018. Visiting foreign pilots are excluded.

In 2018 we gained 145 new and re-joining members but lost 112 – a net gain of 33 flying members. Of the 145 new members, 23% (34) were previous members rejoining.

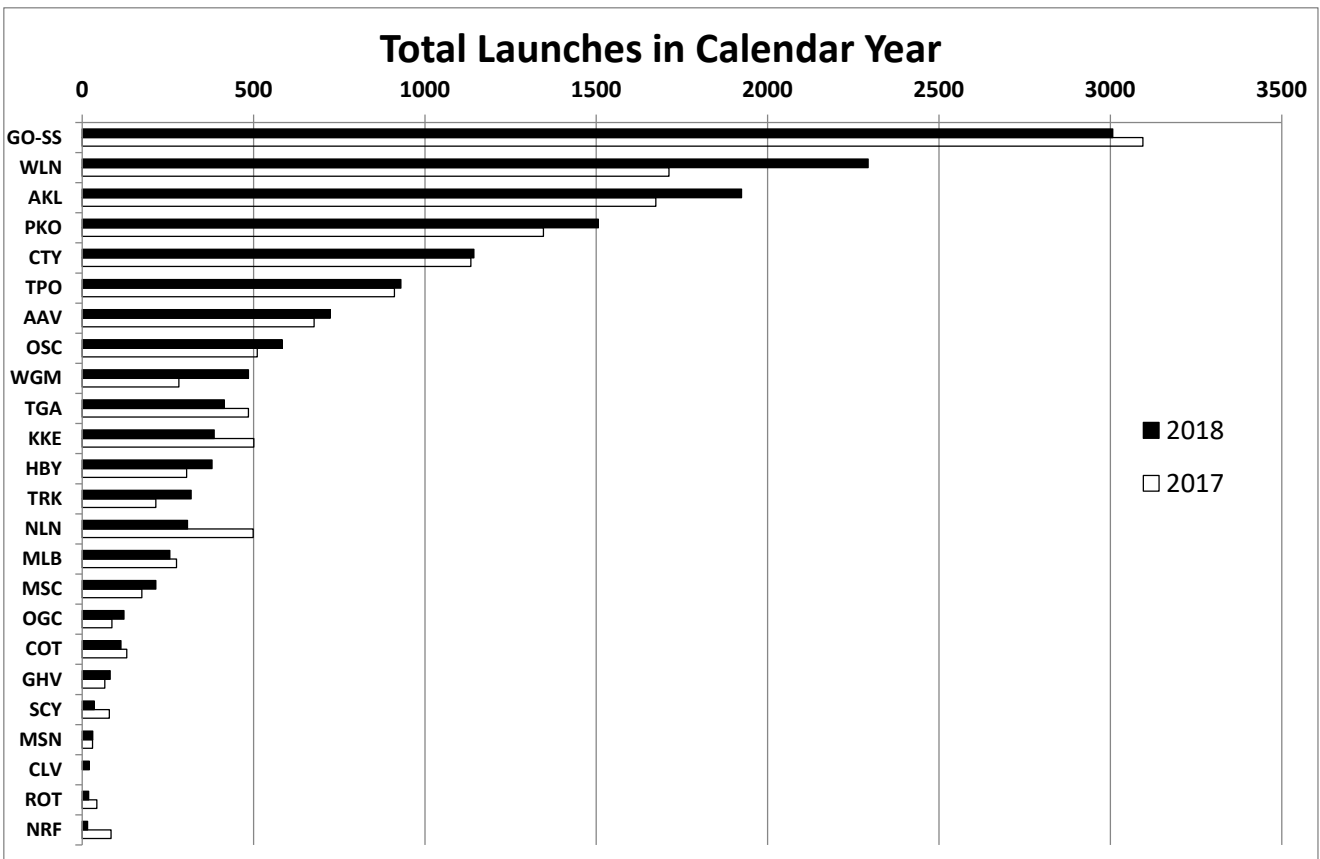
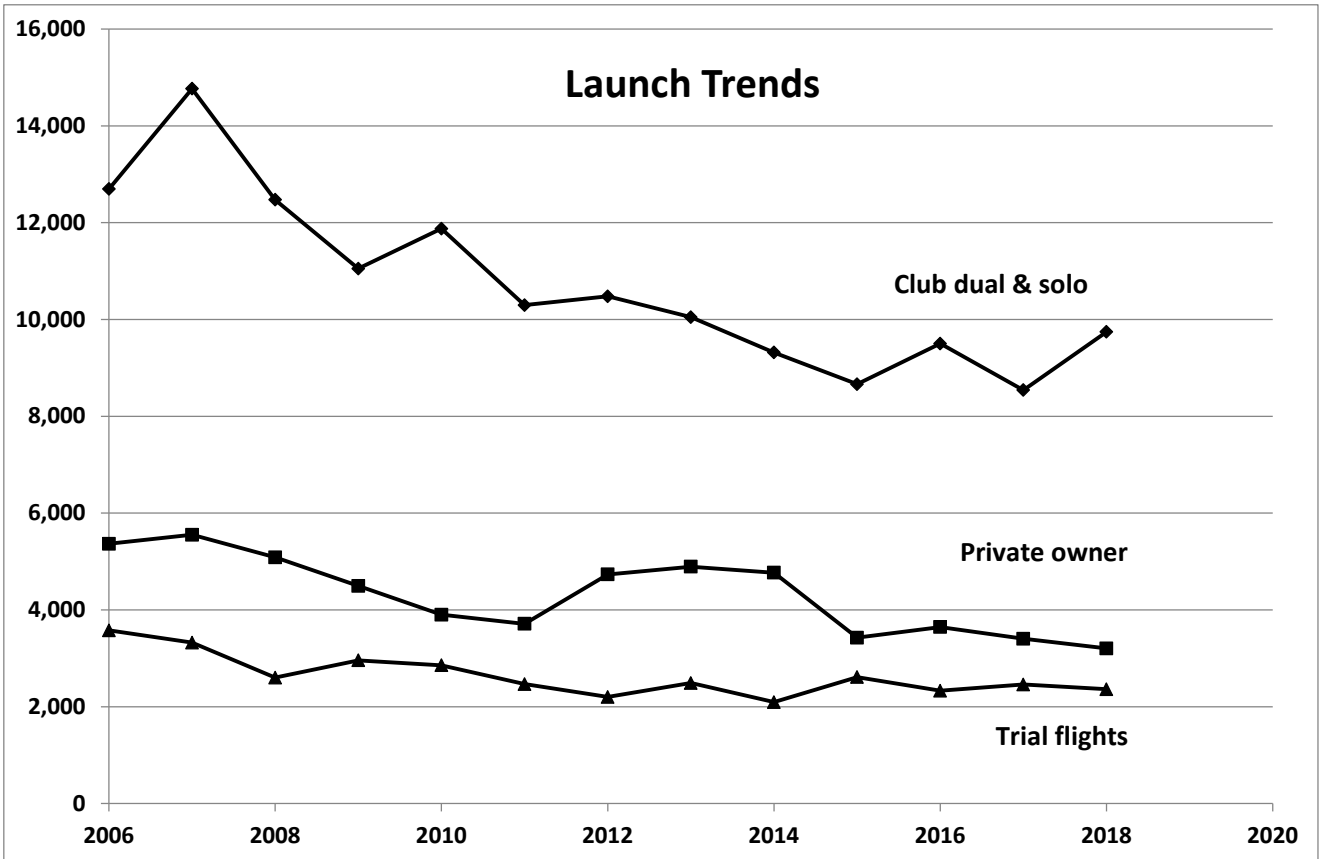
	2019	2018	2017	2016	2015	2014	2013
Flying 26 or over	606	587	598	607	644	669	696
Flying <26	123	109	86	106	109	94	102
Total flying members	729	696	684	713	753	763	798
% Flying <26	16.9%	15.7%	12.6%	14.9%	14.5%	12.3%	12.8%
Non-flying members	40	45	55	54	51	53	52
Total members	769	741	739	767	804	816	850
New flying 26 or over	61	44	60	28	55	51	63
New flying <26	50	48	33	46	42	35	36
Previous members rejoining flying	34	23	19	31	35	25	44
Resigned flying 26 or over	77	72	92	100	110	110	87
Resigned flying <26	35	31	49	45	32	37	34
Gain in flying members	33	12	-29	-40	-10	-36	22
Gain in flying members %	4.7%	1.8%	-4.1%	-5.3%	-1.3%	-4.5%	2.8%
Males flying	668	638	635	670	711	720	753
Females flying	61	58	49	43	42	43	45
Female flying %	8.4%	8.3%	7.2%	6.0%	5.6%	5.6%	5.6%
Flying <26 Female	25	26	23	18	14	11	12
% flying <26 Female	<b>20.3%</b>	<b>23.9%</b>	<b>26.7%</b>	<b>17.0%</b>	<b>12.8%</b>	<b>11.7%</b>	<b>11.8%</b>
50 years and over	446	444	441	454	467	475	490
Under 50 years	280	249	240	256	281	278	302
Average age flying	51.4	52.1	52.8	51.8	51.5	52.1	51.7
Average age of new members	34.2	34.6	36.6	28.3	34.7	37.1	36.4
Average age members leaving	43.3	44.9	42.2	42.8	47.1	45.9	43.3
Time in the sport (years)	7.4	9.6	8.3	7.7	9.8	9.0	8.8

#### QGP:

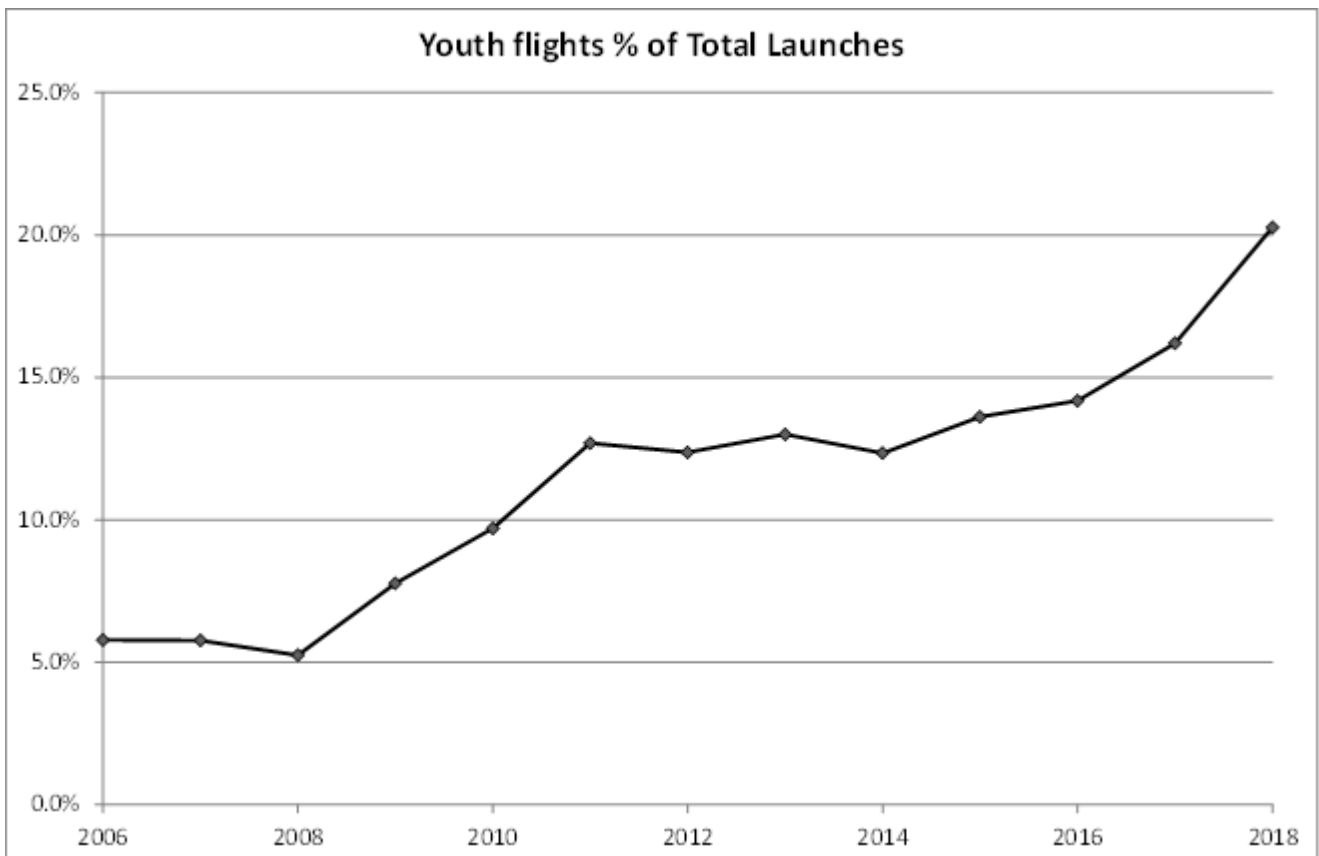
- 64% of the 729 current flying members have attained QGP
- Of the 112 who left in the last FY, 26% had attained QGP (29)
- Average time in sport of those who left **with QGP = 14.5** years
- Average time in sport of those who left **without QGP = 4.9** years



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







There were 15,310 launches in calendar 2018. Relative to calendar 2017, the variances were:

Club dual & solo	+ 14%
Trial flights	- 4%
Private owner	- 6%
Overall total	+ 6% (10% down on the average over the previous 10 years).

### **Safety Regulatory Matters:**

During the year, there has been very little progress within CAA on matters of interest to gliding:

- A safety case for a commercial pilot rating issued by GNZ with a Class 2 medical was submitted to CAA at the end of October 2018. The GNZ paper also included remuneration of Part 149 instructors. CAA feedback so far has only been informal, although positive. It seems it will be some time before we get a definitive answer. If we get what we want, Part 115 certification should become feasible for clubs that want to offer joy-rides or scenic flights to the public.
- There is still no news about the likelihood of a significant subsidy for GA VFR operators to install ADS-B. The bottom line is that, without a significant subsidy, most will not do it and just choose to avoid controlled airspace. Meanwhile, the proposed mandate date is now only 2 ½ years away.

***Max Stevens, GNZ Executive Officer***

## Operations

The Operations Team currently comprises David Moody (Northern Region), David Hirst (Central Region), Graham Erikson (Southern Region) and myself. We meet on-line every 4-6 weeks to review operations around the country. Clubs are normally audited every two years, although this schedule has slipped a little in the Northern region and is slowly being recovered. The team considers recent incidents, accidents, audit reports and possible breaches of procedures and considers implementing actions which could improve safety, clarify interpretation of the rules and procedures, and improve the quality of pilot and instructor training.

The past year has fortunately been free of serious accidents. It is also pleasing to note that the rate of incident reporting has increased significantly: in the first four months of 2019 there were 32 reports filed, compared to just 25 reports for the whole of calendar year 2018.

Lists of recent incidents - with identifying details removed - are circulated to instructors after each Ops Team meeting, along with the Ops Team commentary or proposed response. For example, after a number of reports of *launching with airbrakes unlocked* the pre-takeoff check list was amended to place the 'brakes' item immediately after 'flaps, trim', leaving canopy until last. This change was helped along by the BGA making the same change, and means that the *brake* item is less likely to be overlooked.

Being interrupted or distracted during checks was a contributing factor in a number of incidents, including the airbrakes issues identified above. Removing the source of distractions can be helpful - the babbling crowd loitering around the cockpit needs to be shooed away before the pre-takeoff checks begin, to enable pilots to give full attention to the task of preparing for flight. One club has adopted a 'sterile field' procedure around the cockpit area as soon as the pilot has strapped in - with only one person remaining in the area to help if requested. Another idea is to allow only one task at a time - the launch instructions are not conveyed to winch driver (or tow pilot) until after all the preflight checks have been completed.

These checks - like rigging checks - need our full attention and the removal of all sources of interruption and distraction is vital. Likewise, during the circuit the pilot is better off flying the glider correctly, in the right place, and looking out, rather than simultaneously trying to work through a check-list. Conducting pre-landing checks prior to commencing the circuit could help reduce the number of wheel-up landings.

For many years Gliding NZ has had an Instructors' Manual (IM) bereft of drawings. This year, thanks to the help of Nigel Davy, we finally obtained the rights to make use of the text from the British Gliding Association (BGA) instructors' manual, and permission to adapt it to our own needs as required. The BGA has far greater resources than NZ could ever muster for this task, and their grasp of glider flight training is very strong. Several years ago Gliding NZ had purchased the drawings used by the BGA from the original artist, but we needed the accompanying text to finish the job. The BGA material has been adapted to NZ conditions, and is available for review on-line at [moodle.gliding.co.nz](http://moodle.gliding.co.nz). The sections of the IM which describe the required learning (as opposed to how to teach it) have been extracted and published separately as a Pilots' Manual.

The development of the internet has created an opportunity to publish and easily update training material on-line, and the Moodle project has progressed to the point where it is ready for a formal review. The trial at the Wellington Club has been useful in two ways: firstly, it has showed the value of requiring trainee pilots to prepare themselves before showing up on the field, and secondly it has enabled the program to be sharpened up and refined so that it is readily understood by new-comers to the sport, who generally don't have an aviation background. A further benefit has been having up to six senior European instructors on-site

at Greytown during the summer providing advice and commentary on the program while they apply it, and discussing how the topics are taught in other countries like the UK and Germany.

Due to decline in willing volunteers a few clubs are no longer offering flight training, or the training days are limited. One contributing factor is older instructors retiring and not being replaced, or long-suffering instructors suffering burnout as the same workload gets carried by fewer people. By contrast, the larger clubs are doing well and mostly growing. This could mean that the training model in NZ will become more centralised, with only some clubs offering training and others being "flying clubs". Training for those living distant from a training club could mean attending block courses rather than one day at the weekend every few weekends, which could make training more efficient. The apparent success of Youth Glide camps is an example of this model.

Related to this issue is when experienced instructors take time out to participate in contests they can leave their clubs short of instructors in the height of the soaring season. How do we strike a balance between club health and contest flying over the summer? It is desirable that all instructors participate regularly in task and contest flying to keep up their skills and energy for the sport, but time is usually limited. Some possibilities include training more instructors, using imported summer crews (some clubs do this already) and appealing to experienced pilots to consider flying in 2-seaters at these contests and coaching post-QGP pilots into task flying.

Finally, I would extend my sincere thanks and appreciation to the Regional Operations Officers who have shouldered considerable responsibility in their roles. They provide a lot of practical and discrete support to club officers and instructors in their regions in addition to playing key roles in their own clubs.

***Martyn Cook, National Operations Officer***

### **Airworthiness**

I have recently taken over from Martyn Cook to whom I wish to extend my thanks to on behalf of the GNZ and all fellow engineers to Martyn for all his work over the past years and wish him all the best in his new role as National Operations Officer.

**Glider Engineers Status:**

As of May 2019, our engineering database showed the following approval expiry dates:

2017	2018	2019	2020	2021
3	5	25	26	1

We have 52 current engineers of which these are further broken down into:

Class 2	Class 3	Class 4
20	19	13

13 of the current engineers hold an Inspection Authorisation (IA-G).

We are currently in the process of renewing approvals that expire in 2019, and contacting those recently expired (2017/2018) to request their plans.

NAO Engineering Activity for myself to date (Feb-May 2019) has been:

Attend the GNZ/CAA Executive meeting in March. Here, on the airworthiness side, we asked the CAA about ADS-B progress, which is proving to be dreadfully slow. Several glider

operators are asking me what is happening with its implementation, which I can only report slow progress from CAA so far, with no reply on any rebate for the purchase of new ADS-B units which will be compulsory to fly in controlled airspace.

AC43 is being re-drafted to include the fitting of all-in-one ADS-B units, and from a recent meeting I had at the CAA, it is rumoured that Trig are bringing out a small one-piece ADS-B soon. My advice to glider pilots is not to rush out and buy anything just yet, but you will need ADS-B if you want to fly in transponder mandatory airspace.

The CAA have advised that sometime in mid-2019, they will *start* testing ADSB units to see what the Airways system can pick up. I have no idea when the results of this will be available.

To assist us all with repairs, I am trying to get a lot more ATD (acceptable Technical Data) approved by the CAA. This will facilitate legal repairs, and I am also pressing the CAA on ATD for wooden gliders.

ATD requested to be added for us to use so far has been:

- The BGA Standard Repairs to Gliders
- Petite Plastic Plane Patch Primer.
- Slingsby Repairs to Glass Fibre Gliders

These have been put forward by GNZ to enable us to legally and safely maintain our gliding fleet. I am currently pressing CAA to accept them, as they are used in many other countries as acceptable repair data. Since starting the discussion, it has transpired the NZ CAA have already contacted CASA about using the GFA glider maintenance system, which allows for the use of these documents. I have progressed this with the CAA project owner as to where the project is heading, but with nothing tangible yet. It is however good that the CAA are looking at allowing us to use more repair data from outside of NZ, which I see as a positive move. It's good that they are driving it and wanting our feedback, so I hope to be able to discuss this more with you soon.

### **Out and about around the clubs:**

One advantage for the GNZ is in my day to day job (repairs to glass and wooden gliders, for those who are not aware) plus with my competition flying this gets me out and around the clubs and I have identified several areas of engineering concern on my travels.

I have seen first-hand that in some cases we are not complying fully and properly with many CAA ADs. I have reminded all engineers that we must follow ADs to the letter, and we must have total compliance. ADs that are issued by NZ CAA are not optional.

Please note it is the operator's responsibility to ensure all ADs are complied with, not the engineer. (Like the driver of a car is responsible for tyres even if you borrowed the car.) Clubs and owners and engineers need to work closely to comply with this CAA (Rule 91.603 if you don't believe me). So if the engineer doesn't do the ADs it's still the club's responsibility.

I have also found several gliders with control deflections that were not within the correct specifications (by some margin as well!), and some other generally sloppy practices with the maintenance on the gliders. I also found the paperwork is lacking the correct detail and not done in accordance with the CAA and GNZ rules. We all need to address these and smarten things up, in particular the rules and procedures around duplicate checks when control surfaces have been removed. These are critical to be done correctly and once again, as you can imagine, the CAA have covered the rules around these in Rule 43.113. Have a brush-up on how to do and certify a duplicate check. A duplicate check on a DI is not an

adequate duplicate if you have had all the nuts and bolts undone on a control. You need to conform to 41.113.

With these general findings, and since I do not recall when the last engineering training course was run, it is my goal to run some weekend engineering refresher courses for engineers at their clubs.

The aim is to have an approximately even split of paperwork and hands-on skills by carrying out a real Annual on a real glider and really releasing it back to service. This should help attendees see exactly what is required and how to do it. I expect to run two courses in the NI (one is pencilled in already at Papawai) and one in the SI during 2019/2020.

Safe flying.

***Mike Strathern, National Airworthiness Officer***

## **Airspace**

The Airways Corporation of New Zealand's (NZAC) decision to defer the introduction of the Queenstown Surveillance (Radar) separation service from November 2018 until March 2019 resulted in a third consecutive season of operational restrictions within that area. With the soaring season drawing to a close there has been little opportunity to test the new service which became active late in March. The imminent introduction of precision GPS approaches and departures by Mt Cook ATR-72 turboprop aircraft into Queenstown will require an additional round of consultation with consequential airspace changes in that area becoming effective from November 2020. To their credit, representatives of Mt Cook Airlines have engaged with the Airspace Committee at a very early stage of the consultation process. We are lobbying very hard to regain access to the airspace south of Kingston which is currently blocked by the SUNGU holding pattern.

The largest airspace effort this season has been made by the Northern Area representatives assisted greatly by the mapping skills of Tim Hughes. Following extensive consultation with Airways and other user groups a petition was lodged with the CAA that would hugely increase the number and size of the General Aviation Areas (GAAs) in the Waikato area.

In addition to changes to the GAA's, the Restricted Areas have been rationalised into a more useable format. The magnitude of the proposal prevented CAA from implementing it this season, but I am hopeful the consultation will be complete by the end of this year and the changes charted in November 2020. In the meantime, organisers can request the proposed GAAs be opened as temporary airspace to facilitate contest flying.

The proposal to change the airspace on the east coast of the North Island centred on Napier has likewise been deferred for 12 months. This creates an opportunity for the Northern Group to develop proposals for additional GAAs east of Taupo.

The New Southern Sky project is progressing with its proposed mandatory requirement for all aircraft operating within controlled airspace to be equipped with ADS-B Out equipment from the 1<sup>st</sup> January 2022. This is only 30 months away and currently there is no certified equipment suitable for glider installation. Issues of cost, subsidies, installation approvals, certification standards and implementation dates are all being considered by CAA and other parts of the Government.

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 Engineer approvals and the issue of QGP Certificates.

The engineer approvals have been well managed by Martyn Cook to a very high standard and no concerns have been raised. During the year the National Airworthiness role has been handed over to Mike Strathern and I look forward to working with him in the future.

The QGP certificate applications are now required to be approved for issue by the Director's delegate (the NOO), before issue. These applications have been reviewed and again no issues of concerns have been raised.

Immediately after the 2018 AGM in Wellington CAA audited the GNZ Quality Management systems and I am pleased to say the CAA Auditor also found no issues or concerns.

This coming year I will audit the other ratings issued and will be keen to review progress on the General Operations Audits of the individual clubs that are performed by the Regional Operations Officers.

***Terry Jones, Quality Manager***

## **Central Register**

Great to see a small membership increase again this year, and continued steady growth of Youth Glide members.

Last year Soaring NZ changed printer who allow the mailing list to be lodged directly with NZ Post. It highlighted our database wasn't entirely compliant, and Jill and myself put in a lot of effort to rectify this. While there were a number of addresses inherited from the old database that relied on the local postie knowing the recipient and required a few phone calls, the majority of corrections were minor formatting errors (PO Box, RD #, Street not St etc). The more compliant the database the cheaper the postage, ensuring members magazine costs are kept to a minimum. It became apparent that address updates by members/club administrators were often non-compliant, so recently Tim Bromhead programmed the database to email me when a member's address is changed so I can check it's NZ Post compliant and thereby keep the database tidy.

With more and more member communication being via email, I've now started tidying up GNZ's email database. In March I sent snail mail to 49 members whose email address bounces back or no email address is recorded. I've had 26 responses from this mail out, and I email replied with a link to Steve's latest newsletter so they can see what they were missing out on.

The welcome email to new members together with their GNZ Membership Card continues to work well, confirms their email address is correct and allows me to liaise direct with the member if there are anomalies with their contact details.

Changing the 'Resign Comment' to default to "Other" where a comment can be left, has made it easier for Club administrators to leave feedback, although cancelled/unpaid subs is still the most common option. Here's a summary of the Resign Log for the past two years (Flying members only):

- 33% Cancelled/Unpaid Subs
- 26% Moved, mostly overseas
- 17% Ceased Gliding
- 11% Other Commitments
- 4% Medical
- 3% Financial
- 2% Club Issues
- 2% Tow Pilot
- 2% Deceased

GNZ recently improved the registration system for Visiting Foreign Pilots, revamping the ADMIN 06 to split off the QGP issue to a new form, OPS 06, Validation of Foreign Qualifications for GNZ QGP. The new forms are available on GNZ's website along with a very useful flowchart and can be found under 'For Pilots' > 'Visiting Foreign Pilots'. I'll send club administrators more on this before the 2019 flying season kicks off.

**Laurie Kirkham, Central Register Manager**

### Awards

<b>Statistics:</b>	<b>18-19</b>	<b>17-18</b>	<b>16-17</b>	<b>15-16</b>	<b>14-15</b>	<b>13-14</b>	<b>12-13</b>	<b>11-12</b>	<b>10-11</b>
QGP	24	19	8	16	22	24	26	23	14
QGP Visiting Foreign Pilots	19	15	18	25	23	16	15	19	27
Silver Height	15	3	3	4	9	3	11	0	4
Silver Distance	12	2	2	6	11	4	10	0	4
Duration	8	3	4	3	10	8	15	8	3
Silver Badges	6	6	4	4	11	2	8	4	4
Gold Height	2	1	4	9	7	0	5	1	3
Gold Distance	4	3	4	4	5	8	4	2	7
Duration	8	3	4	3	0	8	15	8	3
Gold Badges	1	3	4	5	3	1	3	2	6
Diamond Height	2	2	3	8	3	1	1	2	3
Diamond Goal	2	3	2	4	1	2	0	3	2
Diamond Distance	3	1	2	1	0	1	3	0	4
3 Diamond Badge	2	0	3	0	1	1	0	0	3
750 km Diploma	0	0	1						
1000 km Diploma	0	0	0	0	0	0	1	0	2
NZ Records	2	0	1	1	0	4	1	3	2
World Records	0	1	1	1	0	0	0	0	0
Official Observers OO	1	11	4	6	8	2	19	2	44
SOO	0	0	2	2	2	0	0	0	1
GNZ First Comp Award	6	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:** We now have 152 Official Observers on the book, of whom 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.

**Miscellaneous:**

During the past year, the Awards Officer has processed 120 (112) claims.

305 e-mails have been received and 265 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. Like the person that sent me two images, one showing the low point and the other the highpoint of his flight and wanted to claim a height gain. 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**

*We’ve had a rather good year!*

<b>Indicator</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
Total flying members - % change on previous year	+ 5 %	+ 2 %	- 4%
New flying members - % change on previous year	+ 21 %	- 1 %	+ 26%
New flying members < 26 % change on previous year	+ 4 %	+ 45%	- 28%
Resigned flying members % change on previous year	+ 9 %	- 27%	- 3 %
Previous members re-joining % change on previous year	+ 48 %	+ 21%	- 39%
Total female flying members % change on previous year	+ 5 %	+ 18 %	+ 14%
No. of Clubs with increased membership	10	13	8
No. of Clubs with reduced membership	9	7	12
Flying members with QGP	64 %	66%	58%
No. of QGPs achieved	28	23	16
No. of 1 <sup>st</sup> Solos	62	32	n.a.



### **The Good**

An overall net increase in our flying membership

An increase in previous members re-joining

Continuing growth in our female membership

Continuing growth in our youth membership

### **The particularly good**

A 22% increase in the number of QGP's achieved

A whopping 94% increase in the number of first solos

### **The not so good**

An increase in the number of resignations. That said, the loss is still significantly below all years prior to 2018

### **Trend or favourable blip?**

A very good question.

The most heartening indicators are the increase in the number of first solos and QGP's achieved.

Our membership development work has strongly suggested that fulfilling goals in a time efficient manner is an important driver of membership retention. This observation is borne out in the Executive Officer's report where you will note that the average time in the sport of those who leave the sport without a QGP is about 5 years, whereas those that leave with a QGP have stayed for over 14 years. So, more solos drive more QGPs which equates to more members staying longer. Not coincidentally, the activity that lead to those Solos and QGPs is also attractive to those looking to join our sport.

Another notable change in the membership environment has been a growth in social communications within and throughout our sport. Our Facebook Page, well moderated by Genny Healey from the Piako Club, continues to attract new Likes, several Clubs use Facebook well to share their news and views, Soaring NZ has a new and improved look, and we have an emailed newsletter from our President that arrives in our inboxes promptly on the 1<sup>st</sup> of the month.

These all combine to create a 'buzz' that is attractive to us within the sport as well as to visitors both virtual and real.

Speaking of 'buzz', the good work done by Youth Glide NZ also needs be recognised.

During the past year, apart from the annual Youth Soaring Development Camp held in Omarama, YGNZ also supported and ran Mini Camps at the Wellington, Taupo, Auckland, Taranaki and Canterbury Gliding Clubs.

They also participated at major airshow events in Wanaka and Masterton where using, amongst others, the video that was premiered at last year's Annual Conference, they have promoted our sport as a whole.

The Clubs that have been strongly supportive of the Youth initiatives have benefited from an infusion of enthusiasm into all of their activities and particularly on the flying field.

This enthusiasm is contagious and adds significantly to the social environment of the Club. It is also a matter of pride for the Club and particularly the Instructors, when their Youth students do well.

In short, a flying field with Youth involved is a fun and fulfilling place to be for young and old alike.

Importantly, both Social Environment and Pride in Club are two of the drivers of Club Experience that were identified as needing attention in our 2017 Voice of Participant Survey results.

Looking ahead, as past Youth members progress through their gliding journey and become 'Seniors' they are beginning to fill what has been a 'missing generation' in the gliding movement bringing new energy to leadership positions in both Club and National operational and administrative committees.

So trend or blip? It's probably too early to claim we've turned the tide. But we've certainly stemmed it.

I say well done to us all!

### **A disturbing trend**

Looking at the membership numbers of individual Clubs, it's clear that whilst the larger Clubs are mostly growing, the smaller Clubs are mostly losing ground.

A typical scenario might be:

- A small membership base is pressed to maintain a flying roster and admin support. Instructors doubling up as tow pilots rostered on every couple of weeks leaves no time for family & other activities including own flying.
- Managing the roster is similarly time consuming made worse by the occasional no shows.
- Efforts to hold it all together become increasingly tedious and increasingly difficult for the hard working few to have a 'great day at the gliding club'.
- One flying day is hard enough to organise and man, let alone several. Thus scheduled flying days are limited to one day a week = say 40 per year = limited capacity & low utilisation.
- A second two seater is hard to man with Instructors = low utilisation = not financially viable = further limiting capacity

All of which makes it difficult to build Club Membership from which to source new Instructors and other volunteers.

This is a difficult problem to resolve – does it mean encouraging a trend towards a few well placed, well-resourced Training Centres to seed smaller Clubs with new blood? A proposal I believe has been aired previously.

Might encouraging overseas instructors to spend some time with smaller Clubs during the summer enable them to fly more often and thus attract new Members?

Whatever the answers may be, it would be a pity to lose the variety of gliding sites that NZ currently enjoys and that's not to mention the opportunities lost for local, even regional, residents to take up our sport.

All proposals need to be considered and the Membership Development Team would welcome your views.

### **Looking ahead**

We plan to help spearhead the further development and implementation of the updated Strategic Plan which will be presented to this year's Conference. A key driver will be an aim

to help all Clubs consistently deliver “A great day at the gliding Club” for all their members and prospective member alike.

**Brian Sharpe, Chairman Membership Development Committee**

## **Webmaster**

### **Summary:**

There have been a good number of software developments this past year including considerable improvements to the glider tracking system, the ability for clubs to manage BFRs and medicals (ready to be tested) and further improvements to the membership database.

### **Tracking System:**

The Flarm tracking system has had a major upgrade. See the latest version at <http://gliding.net.nz/tracking>

Here are the new features:

- Shows SPOTs (US and NZ), InReach (NZ only) and cellular trackers, alongside the FLARM data.
- Support for the SPOTNZ service for InReach and SPOTs. Thanks to the SPOTNZ crew for helping get the data into our systems.
- The ability to view all datapoints for a single aircraft (the ‘analyse’ button).
- Ability to view history of any date. E.g. <http://gliding.net.nz/tracking/2019-01-8>
- Ability to filter legend by North or South Island.
- Two cell phone apps can be used, one for Android (Btraced) and iPhone (Overland)

The tracking data is all publicly available via an API so other software developers can integrate the data into their own apps. Brian Savage has started building a GNZ tracking mobile app that uses this data.

Note this does not yet replace Phil Plane’s original tracking.gliding.co.nz. This still has a couple of unique features including:

- Identification of SPOTs that haven’t changed position recently.
- Supports US InReach devices.

### **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.
    - Now supports contest pilots
  - Badges and Awards
    - Needs integration into clubs systems to be updated.
- Aircraft Tracking with Flarm, SPOT and cellular tracking

Potential future developments:

- Gift Voucher System

- Trial Flight Bookings
- Glider and Facilities booking system
- Waypoint manager for NZ, clubs and contests
- Management of NZ glider engineers

**IT Services Summary:**

<b>Service</b>	<b>Status</b>	<b>Notes</b>
Gliding.co.nz website	Working well	Need Content Editor. A few issues with downtime, but sort of resolved.
Domain Names	Working well	
Video Chat (zoom)	Working well	
App Platform	Under Continuous Development	
Document Management	Started	Google Docs started. Not heavy use yet.
GNZ Password Management	Working well	commonkey.com
BFR and Medical Tracking	Built, but not used yet	Piako to test shortly
Tracking	Working well	
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	Working well	CFIs, engineers, SRC would be good to add
Moodle training system	Working well	

***Tim Bromhead, Webmaster***

## **Youth Glide New Zealand**

### **YGNZ Annual General Meeting (“AGM”):**

YGNZ held its 2018 AGM on 6 and 7 July 2018 in Drury and Auckland. We were fortunate enough to be shown around Air New Zealand’s maintenance facility (including going up to the flight deck of a 787!), the Auckland ATC tower, and had some gliding at Drury too!

This was our second ‘round the country’ AGM ‘Meet and Mingle’ where we are hosted by a different gliding club each year.

We are locked-in for our 2019 AGM Meet and Mingle in Springfield on 28 and 29 September, so please join us! The 2019 AGM will also be broadcast live via video-link.

### **Youth Soaring Development Camp:**

YGNZ’s ninth YSDC was held at Omarama from 6 to 16 of December. Despite some very uncooperative weather, the Camp turned out to be our most successful yet (as they have been every year!). We had 35 students, 16 instructors, 22 support crew and 217 hours over 551 flights. The numbers are telling with a decrease in total hours on previous years.

We were grateful for the very generous support we had from Airways; Air New Zealand; CAA; Glide Omarama; GNZ Umbrella Trust; and Z Energy, and a number of smaller supports in 2018. Thank you.

Plans for the 2019 YSDC are already underway and will be a different and more cost-effective Camp with our new Skylaunch Winch arriving in time for this year’s Camp.

### **Mini-Camps:**

We also contributed towards six Mini-Camps over the past year: Auckland; Greytown; Taupō; Stratford; Springfield; and Omarama. We also contributed toward the South Island Regionals to young people who competed (a big thank you to Nigel and Vivian for their assistance and support as well!)

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 12 months; it’s yours for the taking!

### **Winch Project:**

Sustainable. Affordable. Essential.

YGNZ has set the goal of having a winch operating in Omarama before December 2019. YGNZ is committed to growing youth participation in our sport in Aotearoa New Zealand in both the short and long-term. We want to make the sport accessible to those who may not otherwise be able to, can participate.

We think reducing the cost associated with launching will reduce the biggest financial barrier for young kiwis participating in the sport. YGNZ expects the total cost of the project to be \$200,000 which includes the purchase, shipment and set-up of the winch and other equipment required for a safe and efficient winching operation. We have raised nearly \$50,000 so far.

We do need your help and every dollar counts. Please visit our website – by Googling Youth Glide New Zealand – for more information and how to donate. Thank you in anticipation.

### **Wings over Wairarapa:**

Wings over Wairarapa kindly offered us a free stall at the air show to promote YGNZ and what we do. Many YGNZ members and supporters manned and womanned the stand for the Friday, Saturday and Saturday. In reality, we were advertising Gliding New Zealand as well as YGNZ, with a large proportion of the punters we engaged with being non-youth. We were very pleased with the exposure and positive PR this generated for gliding in general and YGNZ in particular.

Thanks to Tim Tarbotton who probably needs some blood-pressure medication after watching hundreds of school age kid run around and touch the outside and the inside his glider.

### **Membership and Support:**

Our total Full Flying Membership base increased 13% from 109 to 123 and we now represent 17% of the total flying membership – a proportion which is growing year-on-year. Our female participation rate is more than twice that of the whole gliding population.

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

Please do get in touch if you have any questions or comments via [tim.michael.austen@gmail.com](mailto:tim.michael.austen@gmail.com)

***Tim Austen, President Youth Glide New Zealand***

### **Youth Glide New Zealand Office Holders 2018-2019**

**President** Tim Austen

**Vice President** Tim Tarbotton

**Secretary** Fraser McDougall

**Treasurer** Ray Burns

**Membership Secretary** Kim Read

**Executive Committee** Uma Tuffnell, Roger Read, Sam Tullett

<b>GLIDING NEW ZEALAND INC</b>				
<b>General Fund Budget 2019-20</b>				
<b>2018/19</b>		<b>INCOME</b>		<b>2019/20</b>
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>		<u>Budget</u>
7,200	7,287		Commercial/Associate etc	7,200
27,000	26,631		Gliders	26,000
54,500	55,509		Members	55,500
2,100	2,459		Youth Glide	2,500
90,800	91,885			91,200
		<i>Less Allocations to Special Funds</i>		
(2,200)	(2,234)		Promotions - Transfer Affiliation Fees	(2,200)
(1,500)	(1,500)		Tasman Trophy Fund	(1,500)
87,100	88,151			87,500
		<i>Operating</i>		
600	826		Engineers Fees	750
5,000	5,533		Interest	5,500
49,000	48,397		SNZ Magazine Subs	48,000
700	920		Surplus - Sale of Badges etc	900
55,300	55,676			55,150
		<i>Grants &amp; Sponsorship</i>		
15,000	15,000		Sport NZ Grant	15,000
<b>157,400</b>	<b>158,827</b>		<b>TOTAL INCOME</b>	<b>157,650</b>
		<b>Less EXPENDITURE</b>		
		<i>Executive &amp; Management</i>		
31,500	31,815		Administration - Executive Officer	32,000
13,000	12,153		- Treasurer	12,500
1,600	1,620		Auditing	1,650
10,000	6,479		Travelling Expenses - Executive	6,500
4,000	4,140		Annual Meeting - Expenses	4,200
700	686		- Annual Report	1,200
60,800	56,894			58,050
		<i>Committees</i>		
4,000	6,619		Airworthiness Committee Expenses	7,500
300	172		Airspace Committee Expenses	200
2,600	2,590		Operations Officer Expenses	3,000
4,000	4,000		National Membership - Register	4,000
2,500	2,500		- Awards	2,500
13,400	15,881			17,200
		<i>Representation</i>		
2,000	1,846		FAI Affiliation	2,000
1,000	1,303		Subscriptions	1,300
3,000	3,149			3,300

		<i>Operating Expenses</i>			
1,000	1,235		CAA Charges	10,000	
-	75		Communications	100	
500	657		General Expenses	500	
1,100	1,045		Insurance	1,050	
10,400	1,000		Flight Instruction Tools	-	
49,000	46,423		SNZ Magazine Expenses	48,000	
-	1,000		Website Development	2,000	
2,200	2,459		Youth Glide Affiliation Fees	2,500	
<b>64,200</b>	<b>53,894</b>				<b>64,150</b>
		<i>Sport NZ Grant Funding Expenditure</i>			
7,400	-		Coaching & Cross Country Training	-	
-	10,400		Flight Instruction Tools	10,400	
4,000	1,000		Website Development	1,000	
3,600	3,600		Youth Soaring Development	3,600	
<b>15,000</b>	<b>15,000</b>				<b>15,000</b>
		<i>Grants &amp; Concessions</i>			
1,000	874		Youth Schemes	1,000	
1,000	874				1,000
<b>157,400</b>	<b>145,692</b>	<b>TOTAL EXPENDITURE</b>			<b>158,700</b>
<b>-</b>	<b>13,135</b>	<b>EXCESS INCOME OVER EXPENDITURE</b>		<b>-</b>	<b>1,050</b>

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.

<b>Promotions Fund Budget 2019-20</b>					
<b>2018/19</b>		<b>INCOME</b>		<b>2019/20</b>	
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>		<u>Budget</u>	
2,200	2,234		Transfer from Affiliation Fees	2,200	
1,500	1,155		Donations	1,100	
200	15		Interest	10	
<b>3,900</b>	<b>3,405</b>				<b>3,310</b>
		<b>Less EXPENDITURE</b>			
500	(61)		FAI Awards	300	
250	0		First Competition Awards	-	
0	435		Promotional Advertising	400	
350	348		Promotional Copies of SNZ	350	
8,900	2,118		Membership Development Committee	<u>8,000</u>	
<b>10,000</b>	<b>2,839</b>				<b>9,050</b>
<b>(6,100)</b>	<b>565</b>	<b>EXCESS INCOME OVER EXPENDITURE</b>		<b>-</b>	<b>5,740</b>

## 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 2019-2020 no change in the flying member affiliation fee of \$100.00 (incl GST) and no change in the aircraft levy of \$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;*

- (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.*

*(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.*

- (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.*

*(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), 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 (10 June 2018)
6. Minutes from pilots' meetings at competitions
7. Matters arising
8. Remits
9. Rule changes
10. Grand Prix competition for 2019/20 season
11. Youth Glide competition
12. Competition venues and dates
13. Selection of pilot representatives for the international selection panel
14. General business

## **Sailplane Racing Committee – Chairman's Report**

Firstly, I would like to thank all of the members of the SRC for the work they have done this year. This has been a very active committee and I am very pleased to have been a part of it and have such great support.

### *Contest Summary:*

With this season being New Zealand's 3<sup>rd</sup> warmest summer on record and rainfall below normal from January onwards for both islands, this was generally a good flying season weather-wise. Personally, I managed to shake the dust off and enter as a contestant twice as well as having the privilege of being contest director at the Auckland Soaring Champs.

Attendance across all contests was mixed, with some being very successful while others had lower attendances than hoped for. This pattern was also apparent in GNZ sanctioned contests for the season.

	2018/19	2017/2018
SI Regionals	30	29
NI Regionals	15	25
NZ Nationals	17	27
Club Class Nationals	12	10

Both the SI Regionals and Club Class Nationals had strong attendance numbers comparable with the previous season. However, the NI Regionals and Nationals had significantly reduced numbers.

In the case of the North Island Regionals this was likely caused by the last minute the cancellation of the original dates due to a terrible weather forecast for that week. The contest was rescheduled for mid-March. It was not possible to reschedule sooner due to the requirement for a minimum of 3 months' notice to CAA to allow for access to controlled airspace.

Attendance at the NZ Nationals was also reduced by the simultaneous running of the Auckland Soaring Championships. Competitors were forced to choose between attending only one of these events, and in the end, the Auckland Soaring Championships attracted more entries.

The positive side from this scheduling clash was that there were 46 active competitors flying somewhere in New Zealand at the same time. It is clear that there is a demand for contest flying in New Zealand, so our aim for next year should be to get all of these people flying in the same place at the same time.

This season also saw the NZ Club Class Championships combined with the MSC Soaring Centre Championships with a total of 28 competitors. The event was further boosted by the attendance of world number one, Sebastian Kawa. Sebastian was invited to attend by the Matamata Soaring Centre and his visit was a great success.

Overall, it appears that there is an increasing interest in competition flying, but the timing of contests is particularly important in getting good attendance numbers.

*NZ Contest Results:*

Congratulations to this year's contest winners.

<b>NI Regionals</b>	
Open	Patrick Driessen
Racing	Dave Dennison

<b>SI Regionals</b>	
Open	Keith Essex
Racing	David Jensen

<b>Club Class Nationals</b>	
Club	Mike Strathern

<b>New Zealand Nationals</b>	
Open	Keith Essex
Racing	Nick Oakley

*IGC Rankings:*

We are now in the second year of participation in the IGC Ranking System which sees all NZ competitors receive an international ranking. The results are perhaps still a little volatile for some pilots as the number of competitions included is low for them. However, overall the ranking list is beginning to settle, with some familiar names rising to the top.

Currently the top ranked New Zealand pilots are

1. John Coutts
2. Alex McCaw
3. Keith Essex

There is also strong representation for the club class, with 4 out of the top 10 pilots achieving their best performance in that class.

#### *International Contests:*

Pat Driessen represented New Zealand at the 35<sup>th</sup> world Gliding Championships in Hosin, Czech Republic with some very creditable flights in rather trying circumstances. Pat unfortunately had to withdraw following damage to the undercarriage doors of his glider.

Overall, New Zealand participation in overseas contests this year has unfortunately been very low. As ever, much of the reason behind this the high cost of competing overseas.

For this upcoming season, we are very pleased that Mike Strathern will represent New Zealand in the Club Class at the 36<sup>th</sup> World Gliding Championships in France.

#### *Contest Management:*

Steady progress has been made throughout the year on the technology behind glider tracking and contest management tools.

We now have much improved tools for tracking of gliders – both by the contest director and a much wider audience. Many GNZ members have enjoyed watching the contests real-time on the tracking websites with some enterprising folks watching on their big screen TV's

In addition to SPOT and FLARM tracking, the website is now able to track via cell phone coverage with very fast update rates. As contest director I was able to watch several pilots landing out live – even identifying the paddock to collect them from before they had phoned in.

#### *Rules Changes for This Year:*

Overall, the rules system remained pretty much unchanged this year. The only significant change was to the penalties for breaching of airspace. The SRC spent many hours debating this and we are happy that we have achieved a balance between allowing for minor errors that have minimal effect on the score while still ensuring that serious infractions are heavily penalized. The SRC now looks forward to never having to discuss airspace penalties again.

#### *Upcoming Changes:*

There has been significant movement at the IGC level with many changes designed to counteract the effects of pre-start gagging.

A new scoring system will be introduced that reduces the penalty for breaking with the gaggle but failing to get home. The new scoring system rewards either Speed Points OR Distance points. The major effect of this is that land outs close to the finish will not be as heavily punished if the rest of the field makes it around the course. Overall, the intention is to not penalise pilots who leave the gaggle early looking for a competitive advantage, but then fall behind the rest of the field.

The IGC has now published the scoring formula, and the SRC proposes that this scoring system be introduced to New Zealand in the 2020/21 season, which is 6 months behind the introduction of the system in Europe.

A number of other changes, primarily to start procedures and live tracking of gliders by other contestants will also come into effect. These are not expected to have a significant effect on

New Zealand contests because fortunately we do not currently have the same problems with start gaggles.

*Focus for Next Year:*

The SRC's main focus for next year is likely to be increasing participation in the New Zealand contest scene. Some very useful information has been collected in the GNZ Executive's contest survey and the results should be available in time for this year's AGM.

Early indications are that there are significant numbers of pilots who want to break into contest flying, but feel the need for additional assistance to do so. In particular, younger pilots see contest flying is an area that they aspire to.

**Rob Lyon, Chairman Sailplane Racing Committee**

## **Minutes of the Annual Pilots' Meeting 10 June 2018**

**Present:** G.Wills (Chair), S.Wallace (Secretary), E. Devenoges, N. Davy, T. Jones, D. Moody, G. White, I. Woods, J. Mason, W. Dickinson, B. Sharpe, M. Cook, A. Ruuge, S. Barton, T. Van Dyk, P. Plane, M. O Donnel, R. Gaddes, B. Hunter, K. Morgan, D. Jensen, M. Tingey, J. Wilkinson, P. Ellison, R. Thorne, T. Austin, H. de Latour, D. Hamilton, G. Erikson, M. Wilson, A. Marcuse, W. Bethwaite, M. Stevens, P. Miller.

**Apologies:** M. Weaver (retiring Chairman), R. Lyons and M. Kmetovics (Committee members), C.Derold, M.Oakley, T.Terry, T. Hardwick-Smith.

**Minutes of the Previous Meeting:** The minutes of the previous meeting held 11<sup>th</sup> June 2017 were accepted as a true and accurate record.

**Chairman's Report:** The meeting moved that the Chairman's report, as printed in the Annual Report, be accepted with the following corrections:

Page 47 – The various national and regional contests should be referred to by their correct names as set out in Rule 2 of the Competition Rules.

Page 47 – the Central Districts Gliding Championships was incorrectly referred to as a non-sanctioned event and the winners were not recorded. These were: Open Class, Pat Driessen (JS1); Racing Class, James Foremam (LS3a).

**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.

**Committee Members:** The SRC Committee normally consists of six members, ideally two from each region (Northern, Central, Southern). Each member is elected for a 3 year term (see AC 2-10).

Current members: M.Weaver (term expired – retiring Chairman)  
G. Wills (1 year remaining)  
R. Lyon (1 year remaining)  
M. Kmetovics (2 years remaining)

Prior to the meeting, nominations for the 3 vacant committee positions were called for and 3 nominations were received, as follows:

M. Tingey  
C. Derold  
G. Jackson

As the number of nominations did not exceed the number of vacancies a vote was not

required and the nominations were accepted.

**Remits and Rules:** Four remits for rule changes were received and voted on as follows:

Remit 1: *That the current penalty for airspace intrusion reverts to being scored as an outlanding at the point of infringement.*

An email vote by eligible pilots resulted in 22 in favour and 15 against. However, discussion at the meeting saw the proposer of the remit and all others present agree that the intention of the remit was not to go back to the outlanding penalty with all its faults but to have a penalty that was “less harsh” and proportionally “fairer” on “low scoring” pilots. The meeting agreed not to reopen the debate on ‘horizontal distance from the line’ as this had been robustly debated in the past and it was agreed that due to modern technology, the line is the line and crossing it requires application of a simple “fair” penalty. A suggestion from the floor was that instead of the penalty being 50% of the winners points it should be 50% of the points of the infringing pilot, thus resulting in a proportionally ‘fair’ penalty. The meeting agreed to leave the final decision with the new SRC to come up with an appropriate penalty.

Noted that the new penalty needs to take into account Rules 64 (a), (c).

Remit 2: *That two current violations be completely dropped concerning information sharing between competitors under “cheating”.*

An email vote by eligible pilots resulted in 27 in favour and 11 against. Minor discussion was held but as the email vote was clear, the meeting agreed that the SRC amend the rules with appropriate wording taking into account safety, especially with respect to the need for a common frequency during competitions.

Remit 3: *That the SRC adopt IGC accreditation for 1 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.*

An email vote by eligible pilots resulted in 30 in favour and 4 against. As the email vote was conclusive no discussion was required and the SRC to now work out the details of which contest/s, how to apply cost and go about it and whose job it will be.

Remit 4: *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 Island.*

An email vote by eligible pilots resulted in 13 in favour and 24 against. As the email vote was conclusive no discussion was required and the remit was not adopted.

**Rule Changes:** From the minutes of the contest pilots’ meetings held at the various competitions last season, the following items for the SRC to consider were tabled:

Rule 5: Drop the wording “whichever is less” in the part of the Racing Class definition so that it reads “Sailplanes may be ballasted up to 525Kg or their MAUW.” The case in point was to allow Duo Discus to carry water.

NZ Scoring System: Remove the calculation that artificially raises the speeds of gliders racing in NZ and bring it back in-line with the FAI system.

Random weighing of gliders: A discussion was held and it was determined that nothing needs to change as this is allowed for in contests by the contest director and organisers if they deem that random weighing needs to occur.

One set of turn points for all of the North Island: Was discussed and determined that it is something on T. Bromhead’s agenda to implement at some point. Until then nobody else seems to have the will or skill to do much about it.

**Tasman Trophy:** As this was not contested in Australia last year as it should have been, so as not to get out of sync with the cycle of South Island (2015), North Island (2016), Australia (2016), Australia (should have been 2017), it was suggested that the SRC aim for pilots that can do Narromine (26 Nov – 7 Dec, 2018), then Omarama (2 Jan – 12 Jan, 2019). M. Wilson was a suggested name for the NZ rep.

**From the Floor:** A discussion was held on what constituted an SRC sanctioned contest. It was noted that this is described in AC 2-10, para 14.3 in particular. It was also noted that AC 2-10 had not been updated to stay in-line with current competition rules and that this should be rectified.

**Selection Panel:** As per the MOAP 1-7 (2.1) for the FAI Class 1 international 2018/19 competition season the panel for selecting NZ reps and team captains was appointed as:

T. Van Dyk  
W. Dickenson  
M. Wilson

**SRC/GNZ Sanctioned Competition Venues and Dates:**

Contest	Location	Start	Finish
South Island Regionals 2018	Omarama	10/11/18	17/11/18
Northern Regionals 2018	Matamata	25/11/18	01/12/18
Multiclass Nationals 2019	Omarama	02/01/19	12/01/19
Club Class Nationals 2019	Taupo	27/01/19	09/02/19
Central Districts Regionals 2019	Masterton	23/02/19	02/03/19
South Island Regionals 2019	Omarama	09/11/19	16/11/19
North Island Regionals 2019	Matamata	24/11/19	30/11/19
Multiclass Nationals 2020	Taupo	04/01/20	18/01/20
Club Class Nationals 2020 (Matamata bid if not in South Island)	TBA Matamata	TBA 6/02/20	TBA 15/02/20
South Island Regionals 2020	Omarama	09/02/20	15/02/20

**Closure:** The meeting was closed at 12.07pm.

**Remits for the Pilots’ Meeting**

**Remit 1** (Proposed by SRC)

*That the SRC fix permanent dates for all sanctioned contests.*

**Remit 2** (Proposed by SRC)

*That National Championships be fixed at 9 days, Saturday to Sunday, with Friday practice.*

**Remit 3** (Proposed by SRC)

*That the Club Class National Championships be permanently combined with the Northern Region Championships or the South Island Championships in the opposite island to the venue for the National Championships as the case may be in any given year.*

## **SRC Proposal for New Contests**

### **Youth Glide Contest**

Proposal is for a Youth Glide contest to be run in conjunction with another contest that would:

- Allow sharing of costs and organisation, volunteers, task setting etc
- Overlap with the existing Novice Class

Noted that overseas experience is that Youth Glide contests are more popular with youth members when the contest is standalone, and this is a big factor in success. However, Youth Glide has no funds or experience in organising a contest and their members generally cannot afford to attend a standalone contest. Individual clubs are unlikely to organise a Youth Glide contest because it would not be financially viable.

### **Grand Prix Contest**

Proposal is for holding a National Grand Prix contest:

- Preferred location would be Omarama
- Aim for up to 12 competitors but likely number expected would probably be around 6.
- Entry limited to suitably qualified pilots.



## **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.

*2018 recipient – David & Marion Moody, Auckland*

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

*2018 recipient – Brian Sharpe, 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.

*2018 recipient – not awarded*

**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

*2018 recipient – Campbell McIver, Auckland*

*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.

*2018 recipients – North Island – Alain Marcuse, Wellington*

*– South Island – Daniel McCormack, Glide Omarama*

**Buckland Soaring Award:** Awarded annually to the highest scoring New Zealand resident 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.

*2018 recipients – North Island – Ross Gaddes, Auckland*

*– South Island – Gavin Wills, Glide 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.

*2018 recipient – Not awarded.*

## **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
2018	David & Marion Moody

### **The Friendship Cup**

1986	Bill Walker
1987	Dave Pranker
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
2018	Brian Sharpe



***Building a  
Sustainable  
Membership***

**COMMUNICATE**

**COOPERATE**

**AVIATE**