

# ANNUAL REPORT 2022



**Conference & AGM**

**25-26 June 2022**

**James Cook Hotel  
Grand Chancellor**

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## WEEKEND PROGRAMME

### SATURDAY – 25 JUNE 2022

Time	Session	Chair/Presenter
09:30 – 10:30 am	Annual General Meeting	Steve Wallace
10:30 – 11:00 am	Strategic Plan Initiatives	Brian Sharpe
11:00 – 12:00 pm	Training the Trainers	Brian Sharpe Eileen Henderson
12:00 – 1:15 pm	Lunch	
1:15 – 1:45 pm	Engineering – pitfalls and training	Mike Strathern
1:45 – 2:15 pm	Airspace matters ADS-B update	C J McCaw Max Stevens
2:15 – 3:00 pm	Advances in cockpit technology	Tim Bromhead
3:00 – 3:30 pm	Tea/coffee	
3:30 – 5:30 pm	Club forum – an opportunity for clubs to bring examples of challenges faced and solutions that worked	Steve Wallace
5:45	Cash bar opens	
6:15 – 6:45 pm	“Bluff to Cape Reinga & Beyond” <i>- why we did it!</i>	Abbey Delore
6:45 – 7:30 pm	Cocktail food will be served, during which the Annual Awards will be presented from 7:00 pm	

### SUNDAY – 26 JUNE 2022

9:00 – 12:00 am	Contest Pilots' meeting	Glyn Jackson
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**Saturday 25 June 2022 – 9:30 am**  
**Agenda**

1. Apologies
2. Matters Arising from minutes of the annual meeting 12 June 2021
3. Adoption of President's Annual Report
4. Adoption of financial statements for the year ended 31 March 2022
5. Umbrella Trust report
6. Adoption of Annual Reports of officers and committee chairs
7. Consideration of remits
8. Fixing of entrance fees and subscriptions for 2022-2023
9. Approval of budget for 2022-2023
10. Annual Group membership
11. Elections (nominees in brackets)

President	(Steve Wallace – nominated by AAV)
Executive Member	(Amy Smith – nominated by WLN)
Executive Member	
12. Appointment of Auditor (Ashton Wheelans)
13. General business
14. Date and venue of the next annual meeting
15. Closure

**Minutes of the Annual General Meeting Held at the James Cook Grand  
Chancellor Hotel, Wellington  
Saturday 12 June 2021, Commencing at 9:34am**

**PRESENT:**

**Executive Committee:** Steve Wallace (President - Chair), Laurie Kirkham (Treasurer), Max Stevens (Executive Officer), and Tim Austen (Committee).

**Members represented:** Auckland Aviation Sports, Auckland, Canterbury, Clutha Valley, Glide Omarama, Gliding Hawkes Bay & Waipukurau, Greytown Soaring Centre, Masterton Soaring Club, Matamata Soaring Centre, Omarama Gliding Club, Omarama Soaring Centre, Piako, South Canterbury, Taranaki, Taupo, Tauranga, and Wellington Wairarapa.

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

**APOLOGIES:**

Nigel Davey and Jenny Wilkinson (Executive Committee), Peter Fiske, Ralph Gore, Tony van Dyk, Tim Tarbotton, James Mitchell.

**PROXIES:**

David Hirst was admitted as proxy for Gliding Hutt Valley.

**MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 3 JUNE 2020:**

Nil.

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

On the motion of South Canterbury, seconded by Auckland Aviation Sports, the report was **adopted**.

**ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2021:**

**General Fund**

The surplus for the General Fund was \$14,282, and the fund had a balance of \$201,273 at year end.

Affiliation Fees were down \$12,654 on 2020, half of which pertained to Glide Omarama ceasing commercial operations, and a large portion of the balance was put down to Covid, especially regular visiting overseas pilots unable to travel.

11 gliders were added to the CAA's deferred list last year, reducing Glider Fee income.

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

The Distribution from NZAF is \$300 per meeting attended and passed on to our NZAF rep Tim Hughes for each meeting he attended, with any balance transferring to the Instructors Fund.

Soaring NZ Subs was for the last issue in May 2020.

The Sport NZ grant was to reduce to \$8k last year, but with Covid they agreed to maintain the \$15k funding as previously. In addition, Sport NZ granted a further \$5k and this was used to fund the Flight Training Programme rollout.

Savings were made with no physical AGM, minimal executive travel costs, and CAA charges to implement the training programme a lot less than expected.

Website Development is Tim Bromhead's work on the new platform gliding.net.nz. Ratings and Awards are now managed through the new platform, and all other membership functions will be managed through the new platform from mid May 2021.

### **Promotions Fund**

The surplus for the Promotions Fund was \$4,333, and the Fund had a balance of \$15,073 at year end.

The Communications Levy was introduced last year to replace Soaring NZ, and to fund Promotions and future email newsletters.

FAI awards included Terry Delore's world records claims, plus the usual cost of A & B badges. Membership Development Committee covered Brian Sharpe's Great Day Out presentations in conjunction with the Flight Training Programme rollout, Sport NZ and GNZ meetings, reports and travel. Promotional Advertising covers Flight Training Programme material, and Kiwi Flyer ads and articles.

### **Instructors Fund**

\$300 of the Distribution from NZAF provided a small top up for the Instructors Fund, and the Fund supported an instructor training course in Matamata. The Fund resulted in a deficit of \$623 and had a balance of \$5,608 at year end.

### **Tasman Trophy Fund**

Australia has not been interested in the Tasman Trophy in recent years, while GNZ would like to reboot it for Youth Glide pilots. But in the meantime, GNZ have decided to suspend the annual contribution from affiliation fees. The Fund had a balance of \$16,296 at year end.

On the motion of Piako, seconded by Auckland, the accounts were **adopted**.

## **UMBRELLA TRUST REPORT**

Last year resulted in a surplus of \$41,722 before grants.

The Trust withdrew from the BNZ Investment Portfolio following Covid due to the uncertainty - capital preservation was considered the best course of action. The exit from the portfolio returned a surplus of \$31,570. The portfolio funds were invested in Term Deposits of varying periods over three banks, and the Trustees looked at investing with one further entity to spread the risk. Hence the increased Interest from Investments despite returns being around 1.2% for the new deposits.

Setting up accounts under the new Financial Services Act, with Covid lockdown conditions in play, and six trustees spread across the country, was challenging.

While we do not have the cost of Portfolio Fees, the Trust has got increased Accounting and Secretarial expenses, particularly last year managing the changes. The Trust's expenses are inclusive of GST as the entity is not registered for GST.

### **Grants**

There were less grant applications last year, and the Trustees were more cautious when granting funds since they do not know what the future holds. Being a weather dependent sport, grants are usually based on actual training flights undertaken, up to a maximum amount, to ensure no over funding when the event is a weather washout.

Grants awarded last year were:

- Youth Soaring Development Camp in Omarama was again granted \$2,000 which they give in grants to attendees.
- Canterbury Gliding Club was granted \$150 for Coaching during the Springfield Champs.
- Wellington Gliding Club was granted \$760 for Coaching during the Central District Champs.

### **Club Loans**

Wellington Gliding Club made an early principal repayment in the 2020 financial year, and a further \$5,000 early repayment in March 2021, so they are well ahead on their repayments.

Canterbury Gliding Club requested a holiday from principal following Covid, but in September 2020 reinstated their \$7,000 per quarter which covers interest and principal, plus they made an additional \$5,000 principal repayment. The Club is well ahead on their repayments and are currently considering a loan top up to assist with upgrading their glider fleet.

Omarama Gliding Club drew down a \$100,000 loan in November 2020 to assist the purchase of a Duo Discus.

The report was **adopted** on the motion of Clutha Valley, seconded by Omarama Soaring Centre.

### **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 Canterbury, seconded by Clutha Valley.

### **CONSIDERATION OF REMITS:**

None received.

### **APPROVAL OF BUDGET FOR 2021-2022:**

#### **General Budget**

Last year's budget assumed projects would be completed and run at a deficit, using up some of the previous years' surpluses. However, CAA charges were a lot less than anticipated, and Sport NZ's extra funding conspired to an unexpected surplus. The extra Sport NZ funding was used to cover costs to rollout the new training programme by the Operations Team, and therefore the budgeted \$6k transfer from the Operations Officers' Fund was not required.

The budget is for a fairly static membership, and there is no proposal to increase affiliation fees this year.

For 2022, Sport NZ's grant drops to \$6k, plus the prepayment adjustment.

Airspace Committee expenses relates to Tim Hughes work on the Queenstown and Taiere Pet airspace (budgeted over two years), which would fulfill the expectations of the \$25k grant from NZAF received in the 2021 financial year.

Flight Instruction Tools is Martyn Cook's continued work on the Flight Training Programme, and includes travel costs for the FTP Review Panel, and this is partially funded by the Sport NZ grant.

## Promotions Budget

The main income is the new Communications Levy transferred from the General Fund.

Membership Development expenses are for Brian Sharpe and his team to run Club Engagement trips throughout the country, plus the usual Sport NZ and GNZ meetings/reports.

Any surplus is transferred to the Newsletter Reserve Fund.

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

## FIXING OF ENTRANCE FEES & SUBSCRIPTIONS FOR 2021-2022:

**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 deliberations, the Executive recommended for 2021-2022 no change in the flying member affiliation fee of \$100.00 (incl GST), no change in the aircraft levy of \$100.00 (incl GST), and no change to the members communication levy of \$25.00 (incl GST) introduced last year, as follows:

### 1. Annual Subscriptions and Aircraft Levy:

#### (A) GNZ Full Members.

*An affiliation fee at the rate of \$100.00 (including GST) plus a communications levy of \$25.00 (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 fee and levy, joining between 1 February and 30 April = 50% of the fee and levy, and joining between 1 May and 30 June = 25% of the fee and levy.*

*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 and communications levy 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 and communications levy 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 and communications levy for each flying member of the GNZ Commercial Member at the rate and struck as for a GNZ Full Member.*
- (ii) For any 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 put to the vote and **approved** on a show of hands.

## **ANNUAL GROUP MEMBERSHIP:**

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

## **ELECTIONS TO EXECUTIVE COMMITTEE:**

Steve Wallace (President), Tim Austen and Jenny Wilkinson each had one year remaining of their two-year terms. Nigel Davy had completed his two-year term. Vivienne Bryner (Vice President) had resigned during the year.

Accordingly, nominations were invited and received as follows:

Vice President	Nigel Davy	2-year term	Nominated by OSC	Seconded by CLV
Executive Member	Brian Sharpe	2-year term	Nominated by WLN	Seconded by SCY

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

## **APPOINTMENT OF AUDITOR:**

On the motion of Piako, seconded by Gliding Hutt Valley, the firm of Ashton Wheelans, Chartered Accountants of Wanaka, was **appointed** as auditor.

## **GENERAL BUSINESS:**

Liability of contest officials under the Health and Safety Act was raised as a potential concern. It was agreed that the Executive should seek legal advice on the matter.

## **2022 ANNUAL MEETING:**

The Executive proposed that the next meeting should be held in Wellington on 11 June 2022.

**The Chairman declared the meeting closed at 10:13 am.**

Read and adopted as a true and correct record this 22nd day of August 2021.



Chairman

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

The major influence on activity this year has once again been COVID. A number of clubs and events early in the season were affected, especially in the Auckland area with the extended 107-day lock down stopping any flying or travel in or out of the city. Many of the affected events were however moved to later in the season. Vaccine mandates adopted by most clubs and events also had a minor effect on membership and numbers attending. On the good news side most of this seems to be past us now, the soaring season was largely unaffected and was a good one weather wise and membership numbers seem to be bouncing back.

As always, a lot has been achieved by the many hard-working committees and club members around the country so despite the challenges our organization continues to move forward in a positive direction.

Looking at our key performance indicators:

- 1. Safety** – Unfortunately this year has again not been a good year with two fatalities. Our long-term average (last 23 years) stays very fixed on one fatality per year, and we have yet to have three years in a row without a fatality, although two years in a row is not uncommon. Accidents per 100,000 launches has however been trending down from a peak in 2010. The Ops team continue to work very hard on improving our training standards and are currently working very closely with our regulator (CAA) to create acceptable documentation that will allow the implementation of an updated Instructor Training Programme that aligns with the updated online Pilot Training Programme that was accepted by the CAA two years ago now. Once in place, money has been set aside in the GNZ budget for around the country Instructor Training courses. The Pilot Training Programme continues to undergo improvement and I would like to thank all those who have contributed. We are hopeful that the CAA will accept in a reasonable time frame the improvements that have been processed by our programme review panel and that we will be able to release an update this year. Much work has also been put into improving the safety standards of Air Cadet and Air Scout flying with our clubs, with the release of a new AC. The Competition Guide is also undergoing a major overhaul (thank you Bob Henderson) with a new focus on aligning with modern Health and Safety standards and requirements.
- 2. Membership** – Despite the challenges that COVID has presented us once again this year membership seems to be holding steady. At close off for the year we were down by nine members total, but recent joins have us back ahead again. Brian Sharpe as Chairman of the Membership Development Committee continues to put a lot of work into our strategic planning around membership and to communicating and implementing this plan at the club level which is where of course the magic actually happens. Brian's report goes into this in much more detail. Thank you to Laurie Kirkham for managing our CRM database and providing Brian with great metrics. Thanks also to Tim Bromhead for moving the data base to a new and more powerful platform that will provide us with future proofed interoperability. Visibility of how we are tracking on the all-important membership metric will now be available at a glance to all members in the monthly GNZ newsletter via a graphic dashboard. Much thought continues to go into how we can help our smaller clubs survive and thrive. Smaller clubs by definition have greater resource issues compared to the larger clubs and GNZ is investigating models that may allow some of this training burden to be shifted to larger clubs. It may be that smaller clubs send students away for a large part of their training, to a larger club, allowing the smaller club to focus on being a flying club rather than a training club, so everybody gets to enjoy their day at the club and overloaded instructors do not become burnt out. Alternatively, larger clubs may be

able to send instructing resource to smaller clubs, to relieve overloaded local instructors and help standardize instructing programmes. Much food for thought.

**3. Finance** – the GNZ accounts ran at a small deficit this last financial year (\$2,389), with the general fund running a deficit of (\$9,291) much less than the budgeted for (\$17K) deficit. This was mostly due to budgeted for projects not being able to take place due to COVID. These projects plus a number of long due training workshops for engineers and instructors mean the big deficit planned for last year simply moves to this year and gets bigger (\$25K). While this number may seem a bit scary as it eats into our reserves, these reserves are really only as large as they are due to projects not going ahead as planned. Long term though to remain viable our income must meet our expenses and inflation is causing significant increases in these expenses. The executive therefore will be presenting to the AGM this year for approval an increase in membership fees of \$20. It may be worth noting that with the demise of the physical GNZ magazine, overall membership fees will still be \$30 less than they were two years ago. Overall, the GNZ balance sheet remains strong meaning we are well placed to be able to resiliently navigate our way through whatever the next few years may throw our way.

I am continually amazed by the level of skill and dedication GNZ has available from the volunteers and lightly paid contractors that help run what is essentially a large and complex organization. Most of these people not only dedicate their time to the tasks and admin required at a national level but almost all of them are doing a similar amount of work back in their own clubs or regional level organisations. Succession planning remains a constant agenda item for the Exec and I am pleased to report that we haven't run out of good people yet.

**Executive committee.** This committee continues to work together and function very well. A number of members however have their terms expiring and we are due for some fresh blood so are looking forward to club nominations to replace those whose terms are expiring.

**Air Space Committee.** This committee had a big win with airspace in the central North Island (especially around Matamata) being aligned with the committee's recommendations and this was enjoyed by all pilots in the area this season. Now the committee only has the rest of NZ to work on! The single biggest threat to airspace currently enjoyed by glider pilots is Christchurch International Airport's 10-year plan to develop a new international airport at Tarras catering for wide body jets. If this was to go ahead, even the best-case scenario would see a significant loss in options for those flying south from Omarama.

**Southern ROO.** A big thank you to Gavin Wills for filling this role for the last couple years and welcome aboard Wal Bethwaite who has ably taken on the role.

**Sailplane Racing Committee.** This committee has been superbly chaired by Glyn Jackson for the last few years and has been actively taking on the difficult task of managing the timing of the many events and many clubs that want to hold them for the coming two seasons. While certainly a challenge to manage the number of events that pilots have to choose from and the numbers attending is testimony to the good health of our sport. While some competitions at some locations are struggling to achieve the numbers they used to, others that have embraced what pilots are looking for, and are flourishing as a result. With bids to host competitions hotting up, the annual pilots meeting is looking to a more encompassing way of voting rather than just those present at the meeting so online is likely to be the way of the future.

**Clubs, Committees, Members.** Lastly, a big thank you to all those clubs, committees, members and helpers that have made possible all the wonderful achievements that I have had the pleasure to write about this year. Solos, X-Country flights, outlandings, retrieves, camps, comps and events. Aside from the obvious majesty of our magnificent sport it is the

people and the social interactions that tie our sport together and make it such a joy to be part of. Keep up the good work!

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

**Steve Wallace, President**

## **OFFICE HOLDERS & COMMITTEES 31 March 2022**

### **Executive:**

**President** Steve Wallace  
Vice President Nigel Davy  
Member Brian Sharpe  
Member Tim Austen  
Member Jenny Wilkinson  
Treasurer Laurie Kirkham  
Executive Officer Max Stevens

**Quality Manager** Terry Jones

**Auditor** Ashton Wheelans

### **Operations:**

**NOO** Martyn Cook  
Northern ROO David Moody  
Central ROO David Hirst  
South Island ROO Warwick Bethwaite

**Airworthiness NAO** Mike Strathern

**Awards Officer** Edouard Devenoges

**Central Register Mgr** Laurie Kirkham

**Webmaster** Tim Bromhead

**NZAF Delegate** Bob Henderson

**FAI Delegate** Bob Henderson

### **Membership Development**

#### **Team:**

**Chairman** Brian Sharpe  
Member Sabrina Schels  
Member Malcolm Piggot  
Member Ben Wilson  
Member Tim Tarbotton

### **Airspace:**

**Chairman** CJ McCaw  
Northern Tim Bromhead  
Central Ben Wilson  
Southern Kevin Bethwaite

### **Sailplane Racing:**

**Chairman** Glyn Jackson  
Member Rob Lyon  
Member Nick Oakley  
Member Keith Essex  
Member Ross Gaddes  
Member Vacant

### **Coaching:**

Head Coach Murray Wardell  
Northern Region Paul Schofield  
Central Region Mark Wilson  
David Hirst  
Southern Region Nigel Davy

### **Team Selectors:**

**Chairman** Murray Wardell  
Warren Dickinson  
Tony Van Dyk

### **FTP Review Panel:**

**Chairman** Daniel McCormack  
Member Warwick Bethwaite  
Member Bob Gray  
Member Sam Higgins  
Member Mark Wilson

## **FINANCIAL STATEMENTS**

The year resulted in a deficit of \$2,389.

### **General Fund**

The deficit for the General Fund was \$9,291, and the Fund had a balance of \$191,982 at year end.

Despite a slight drop in membership, Affiliation Fees were up slightly on the previous year as 2021 had more mid-year joins, while 2022 had more full-year members.

The NZ glider fleet has remained the same for the past three years at 357 gliders (includes 41 deferred), however each year a few more gliders fees are unpaid – these are for resigned members where the glider hasn't been flown. Fees for gliders that have been flown throughout the year are pursued.

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

The Distribution from NZAF is \$500 per meeting attended (was \$300 per meeting), and passed on to our NZAF rep Bob Henderson.

Soaring NZ Subs was for the last issue in May 2020.

The Sport NZ grant has reduced to \$6k for the next three years, the \$8,250 in the Income Statements includes the 2021 prepayment.

Post lockdowns, there were extra costs with a physical AGM and more physical Exec meetings, evident in AGM Expenses and Executive's Travelling Expenses. CAA charges covered Training Programme amendments, Aerobatic Exemption and ADS-B work. General Expenses includes the purchase of a projector, and the re-silvering of the Angus Rose Bowl.

### **Promotions Fund**

The surplus for the Promotions Fund was \$6,902, and the Fund had a balance of \$21,975 at year end.

The Communications Levy, introduced in 2020 to replace Soaring NZ, is now the main income for the Fund.

FAI awards is the cost of the Solo and Soaring badges issued. Membership Development Committee covers Brian Sharpe's club engagement visits, Sport NZ and GNZ meetings, reports and travel. Promotional Advertising covers Flight Training and promotional material, and Kiwi Flyer ads.

### **Instructors Fund**

No movement for the Instructors Fund last year, which had a balance of \$5,608 at year end.

### **Tasman Trophy Fund**

No movement for the Fund, with Australia showing little interest in rebooting it for Youth Glide pilots. The Fund had a balance of \$16,296 at year end.

***Laurie Kirkham, GNZ Treasurer***

**GLIDING NEW ZEALAND INCORPORATED**  
**INCOME STATEMENT**  
For the year ended 31 March 2022

<i>Total</i> <b>2021</b>		<b>Total</b> <b>2022</b>	Allocation of income items to internal funds							
			<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>2022</b>	<b>2021</b>	<b>2022</b>	<b>2021</b>	<b>2022</b>	<b>2021</b>	<b>2022</b>	<b>2021</b>
	<b>INCOME</b>									
	Affiliation Fees									
609	Commerical/Associate etc	522	522	609						
14,728	Communications Levy	15,130			15,130	14,728				
25,044	Gliders	24,777	24,777	25,044						
48,878	Members	50,126	50,126	48,878						
2,452	Youth Glide NZ	2,550	2,550	2,452						
91,711	Total Affiliation Fees	93,106	77,975	76,983	15,130	14,728	-	-	-	-
2,400	Distribution from Aviation Federation	3,000	3,000	2,100				300		
2,200	Donations	2,025			2,025	2,200				
622	Engineers Fees	617	617	622						
3,673	Interest Received	2,117	2,113	3,669	4	4				
12,387	Soaring NZ Subscriptions	-	-	12,387						
20,000	Sport NZ Grant	8,250	8,250	20,000						
972	Surplus on Sales of Badges etc	618	618	972						
<b>\$133,965</b>		<b>\$109,733</b>	<b>\$92,574</b>	<b>\$116,733</b>	<b>\$17,160</b>	<b>\$16,932</b>	<b>-</b>	<b>\$300</b>	<b>-</b>	<b>-</b>

These financial statements are subject to audit.

**GLIDING NEW ZEALAND INCORPORATED**  
**INCOME STATEMENT**  
**For the year ended 31 March 2022 (continued)**

		Allocation of expense items to internal funds								
Total 2021		Total 2022	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy	
			2022	2021	2022	2021	2022	2021	2022	2021
	<b>EXPENDITURE</b>									
1,650	Auditing	1,665	1,665	1,650						
-	AGM Expenses	4,301	4,301							
-	Airspace Committee Expenses	137	137							
2,144	Airworthiness Committee	3,329	3,329	2,144						
-	Annual Report	610	610							
2,500	Awards Officer's Expenses	2,500	2,500	2,500						
3,519	Civil Aviation Charges	5,186	5,186	3,519						
-	Coaching & XC Training	-								
75	Communications	75	75	75						
561	Concessions Granted to Youth	483	483	561						
1,211	Executive's Travelling Expenses	4,696	4,696	1,211						
29,846	Executive Officer's Remuneration	35,156	35,156	29,846						
2,109	FAI Affiliation Fees	2,189	2,189	2,109						
1,753	FAI Awards	270			270	1,753				
350	First Competition Award	400			400	350				
10,400	Flight Instruction Tools	10,400	10,400	10,400						
377	General Expenses	1,330	1,330	377						
990	Insurance	1,045	1,045	990						
6,064	Membership Development Committee	6,545			6,545	6,064				
3,938	National Membership Register	4,000	4,000	3,938						
2,100	NZAF Representation	3,500	3,500	2,100						
5,020	Operations Officers' Expenses	1,119	1,119	5,020						
4,345	Promotional Advertising	3,043			3,043	4,345				
87	Promotional Copies of "Soaring NZ"	-				87				
11,204	Soaring NZ Magazines	-		11,204						
832	Subscriptions	722	722	832						
-	Tasman Trophy Expenses	-								
923	Training Course Contributions	-						923		
12,603	Treasurer's Remuneration	11,090	11,090	12,603						
5,320	Website Development	2,180	2,180	5,320						
2,452	Youth Glide NZ Affiliation Fees	2,550	2,550	2,452						
3,600	Youth Soaring Development	3,600	3,600	3,600						
115,973		112,122	101,865	102,451	10,258	12,600	-	923	-	-
17,992	<b>EXCESS/(DEFICIT) OF INCOME</b>	<b>(2,389)</b>	<b>(9,291)</b>	<b>14,282</b>	<b>6,902</b>	<b>4,333</b>	<b>-</b>	<b>(623)</b>	<b>-</b>	<b>-</b>

These financial statements are subject to audit.

**GLIDING NEW ZEALAND INC**

**STATEMENT OF MOVEMENTS IN EQUITY**

For the year ended 31 March 2022

Allocation of income and expense items to internal funds												
Total 2021		Total 2022	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		Operations Officers Fund	
			2022	2021	2022	2021	2022	2021	2022	2021	2022	2021
231,357	Opening Balance - 1 April 2021	249,349	201,273	186,990	15,073	10,740	5,608	6,231	16,296	16,296	11,100	11,100
17,992	Excess/(Deficit) of Income over expenditure for 2021/22	(2,389)	(9,291)	14,282	6,902	4,333	-	(623)	-	-	-	-
\$249,349	Closing Balance - 31 March 2022	\$246,960	\$191,982	\$201,273	\$21,975	\$15,073	\$5,608	\$5,608	\$16,296	\$16,296	\$11,100	\$11,100

These financial statements are subject to audit.

**BALANCE SHEET as at 31 March 2022**

Total 2021		Total 2022
\$249,349	<b>Accumulated Funds</b>	<b>\$246,960</b>
	<b>Represented by:</b>	
	<b>Current Assets</b>	
105,856	BNZ - Current Accounts	56,080
164,172	BNZ - Short Term Deposits	216,179
-	Prepayments Travel	330
226	Sundry Debtors	1,900
3,627	Stocks of Badges, Ropes etc	3,843
273,881	<b>Total Assets</b>	278,332
	<b>Less Current Liabilities</b>	
23,782	Sundry Creditors	29,872
3,750	Sport NZ Prepayment (Note 2)	1,500
27,532	<b>Total Liabilities</b>	31,372
\$246,349	<b>Net Assets</b>	<b>\$246,960</b>

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

Signed on behalf of the Executive Committee

Steve Wallace  
President

These financial statements are subject to audit.



## **GLIDING NEW ZEALAND INC NOTES TO THE FINANCIAL STATEMENTS for the year ended 31 March 2022**

### **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 2022.

**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 members, Brian Sharpe and Tim Austen, Youth Glide Rep, James Mitchell, and Executive Officer Max Stevens are members of Wellington & Wairarapa Gliding Club which has a loan from the Gliding NZ Umbrella Trust, and received a grant from the Trust of \$570 towards Coaching during the Central District Champs February 2022.

Executive member, Jenny Wilkinson and Executive Officer, Max Stevens are members of Canterbury Gliding Club which has a loan from the Gliding NZ Umbrella Trust, and received a grant from the Trust of \$1,200 towards a Cross Country Training Course.

Executive members, Nigel Davy and Tim Austen are members of Omarama Gliding Club which has a loan from the Gliding NZ Umbrella Trust, and received grants of \$2,000 towards an Instructor Training Course and \$560 towards Coaching during the South Island Regionals.

Executive member, Tim Austen, and Youth Glide Rep, James Mitchell, are members of Youth Glide NZ that received grants from the Gliding NZ Umbrella Trust of \$2,000 for a Youth Soaring Development Camp Omarama and \$1,400 for a Youth Soaring Development Camp Matamata.

During the year two Executive Committee members received remuneration for their services. They are both independent contractors who invoice the organisation for their services. During the year payments totalling \$35,156 (2021: \$29,846) were paid to Max Stevens, and \$11,090 (2021: \$12,603) to Laurie Kirkham.

## **NOTE 2 – SPORT NZ PREPAYMENT**

A sum of \$1,500 (2021: \$3,750) received in respect of the three months to 30 June 2022 has been held over until the 2022/23 year.

## **NOTE 3 – CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES**

There are no capital commitments or contingent liabilities as at 31 March 2022 (2021 \$nil).

### ***GNZ UMBRELLA TRUST***

Last year resulted in a surplus of \$2,955 before grants.

Following the withdrawal from the BNZ Investment Portfolio in mid 2020, the funds were invested in term deposits over three banks for various terms, with returns averaging 1.2%. In late 2021 the Trustees decided it was timely to reinvest into a new portfolio with Craigs Investment Partners, the setup of which is currently in progress. One 5 year term deposit with Kiwi Bank was broken, and the remaining shorter term deposits are being transferred to the Rapid Saver account upon maturity in anticipation of investing with Craigs. The low interest rates on deposits and losing the accrued interest with Kiwi Bank contributed to last year's abysmal earnings from Investments.

Competition Levies are down on 2021 due to the cancellation of the Club Class Nationals and the North Island Regionals being a non-contest.

Karen Morgan replaced myself in the Secretarial role, while I continue in the Accounting role, hence I've split the Secretarial expenses in the Financials. There was extra work for Accounting with the change of instructions for term deposits, closure of Kiwi Bank, and prep work for Craigs Investment Partners. The Trust's expenses are inclusive of GST as the entity isn't registered for GST.

All funds that rely entirely on Investment income ran at a loss, while those funds with other income (Pryde and Loans Fund) ran at a small surplus before grants.

#### **Grants**

Most funds ran at a loss after grants, however the grants were awarded based on previous years surpluses and no fund exceeded the funds available for grants. Grants awarded are detailed in the Notes to Financial Statements.

#### **Club Loans**

All loan repayments are up to date. Canterbury has largely paid off their loan, but kept a small balance owing to enable a loan extension for potential lending later this year.

Since balance date, Piako have drawn down a \$100,000 loan to assist with the purchase of a DG1001.

***Laurie Kirkham, Treasurer GNZ Umbrella Trust***

**GLIDING NEW ZEALAND UMBRELLA TRUST**

**INCOME STATEMENT**

For the year ended 31 March 2022

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)	
			2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021
	<b>INCOME</b>																	
2,115	Competition Levies	1,320									1,320	2,115						
5,532	Interest from Club Loans	5,354															5,354	5,532
13,202	Interest from Investments	4,918	611	1,665	972	2,606	292	783	197	529	361	943	263	706	312	838	1,909	5,132
31,570	Portfolio Income	0	0	3,981	0	6,232	0	1,873	0	1,266	0	2,254	0	1,687	0	2,004	0	12,272
52,419		11,591	611	5,646	972	8,838	292	2,656	197	1,795	1,681	5,312	263	2,393	312	2,841	7,263	22,936
	<b>OUTGOINGS</b>																	
1,478	Audit	1,492																
	Accounting & Secretarial																	
3,375	Accounting	4,042																
765	Loans	696																
4,919	Secretarial	0																
9,059		4,737																
70	Bank Fees	40																
-	Portfolio Fees	0																
-	Portfolio Taxes	0																
-	Postage & Stationery	7																
	Secretarial	2,360																
90	Travel Reimbursements	0																
10,697		8,636	939	1,185	1,493	1,854	449	557	303	377	564	690	404	502	480	596	4,003	4,935
41,722	<b>NET INCOME before Grants</b>	2,955	(328)	4,462	(522)	6,984	(157)	2,099	(106)	1,419	1,117	4,622	(141)	1,891	(168)	2,245	3,260	18,001
2,910	<b>Grants Awarded</b>	7,730	1,400	2,000	0	0	0	0	0	0	3,760	150	0	0	2,000	0	570	760
<b>38,812</b>	<b>NET INCOME after Grants</b>	<b>(4,775)</b>	<b>(1,728)</b>	<b>2,462</b>	<b>(522)</b>	<b>6,984</b>	<b>(157)</b>	<b>2,099</b>	<b>(106)</b>	<b>1,419</b>	<b>(2,643)</b>	<b>4,472</b>	<b>(141)</b>	<b>1,891</b>	<b>(2,168)</b>	<b>2,245</b>	<b>2,690</b>	<b>17,241</b>

These financial statements are subject to audit.

**GLIDING NEW ZEALAND UMBRELLA TRUST**

**STATEMENT OF MOVEMENTS IN EQUITY  
For the year ended 31 March 2022**

Total 2021		Total 2022	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)	
			2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021
1,117,416	Opening balance - 1 April 2021	1,156,228	126,368	123,907	200,942	193,958	60,396	58,297	40,816	39,398	74,633	70,161	54,407	52,516	64,600	62,355	534,066	516,825
-	Gifts Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1,117,416		1,156,228	126,368	123,907	200,942	193,958	60,396	58,297	40,816	39,398	74,633	70,161	54,407	52,516	64,600	62,355	534,066	516,825
52,419	Income	11,591	611	5,646	972	8,838	292	2,656	197	1,795	1,681	5,312	263	2,393	312	2,841	7,263	22,936
10,697	Less: Share of Expenses	8,636	939	1,185	1,493	1,854	449	557	303	377	564	690	404	502	480	596	4,003	4,935
2,910	Grants Awarded	7,730	1,400	2,000	0	0	0	0	0	0	3,760	150	0	0	2,000	0	570	760
38,812	Net Surplus (Deficit)	(4,775)	(1,728)	2,462	(522)	6,984	(157)	2,099	(106)	1,419	(2,643)	4,472	(141)	1,891	(2,168)	2,245	2,690	17,241
1,156,228	Closing balance - 31 March 2022	1,151,453	124,640	126,368	200,420	200,942	60,239	60,396	40,710	40,816	71,990	74,633	54,266	54,407	62,433	64,600	536,755	534,066
<b>BALANCE SHEET as at 31 March 2022</b>																		
<b>Total 2021</b>		<b>Total 2022</b>																
1,156,228	Accumulated Funds	1,151,453	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>1,156,328</b>	<b>Total Equity</b>	<b>\$1,151,553</b>																
<b>Represented by:</b>																		
<b>Current Assets</b>																		
100	ANZ - Current Account	100																
230,393	ANZ - Term Deposits	233,365																
71,134	BNZ - Current Accounts	575,583																
450,625	BNZ - Term Deposits	221,942	Signed on behalf of the Trustees															
317	Kiwi Bank - Current Account	-																
230,000	Kiwi Bank - Term Deposit	-																
3,242	Accrued Interest	3,405																
-	Sundry Debtors	525																
985,811		1,034,919																
<b>Long Term Assets</b>																		
3,825	Canterbury Gliding Club Loan	61	David Jensen <b>Chairperson</b>															
100,000	Omarama Gliding Club Loan	72,000																
67,500	Wellington Gliding Club Loan	48,000																
171,325		120,061																
1,157,136	Total Assets	1,154,980																
<b>Liabilities</b>																		
807	Sundry Creditors	3,427	Karen Morgan <b>Trustee</b>															
<b>1,156,328</b>	<b>Net Assets</b>	<b>\$1,151,553</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>2022</b>	Net Income before Grants	2,955	(328)	(522)	(157)	(106)	1,117	(141)	(168)	3,260
	Income Available for Grants	1,803	(164)	(261)	(157)	(53)	1,117	(141)	(168)	1,630
	Plus Balance B/f 2021	31,671	2,811	6,269	3,272	908	8,071	5,035	5,305	0
	Less Grants Awarded	7,730	1,400			0	3,760		2,000	570
	Available for Grants - bal c/f	25,744	1,247	6,008	3,115	855	5,427	4,894	3,137	1,060

### Umbrella Trust – 2021-22

**Chairperson** David Jensen

**Secretary** Karen Morgan

**Trustees** Clive Geddes  
David Tillman  
Roland van der Wal  
Steve Wallace

**Treasurer** Laurie Kirkham  
**Loans Officer** Tom Davies

## **GLIDING NEW ZEALAND UMBRELLA TRUST**

### **Notes to the Financial Statements For the year ended 31 March 2022**

#### **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 2022.

##### **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 2022 (2021: nil).

#### **RELATED PARTY TRANSACTIONS**

Loans Officer Tom Davies, Gliding NZ CEO Max Stevens, Gliding NZ Executive Tim Austen, and Gliding NZ Youth Glide Representative James Mitchell are members of Wellington & Wairarapa 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 \$570 towards Coaching during the Central Districts Champs.

Gliding NZ CEO Max Stevens and Gliding NZ Executive Jenny Wilkinson are members of Canterbury Gliding Club which received a \$100,000 loan from the Rothmans/GNZ Loans Fund in 2017. The Canterbury Gliding Club also received a grant of \$1,200 towards a Cross Country Training course.

Trustee Clive Geddes, and Gliding NZ Executive Tim Austen and Nigel Davy are members of Omarama Gliding Club that received a \$100,000 loan from the Rothmans/GNZ Loans Fund in 2020. Omarama Gliding Club received grants of \$2,000 towards an Instructor Training Course, and \$560 towards Coaching during South Island Regionals.

Gliding NZ Executive Tim Austen and Gliding NZ Youth Glide Representative James Mitchell are members of Youth Glide NZ which received grants of \$2,000 for a Youth Soaring Development Camp Omarama, and \$1,400 for a Youth Soaring Development Camp Matamata.

There were no other related party transactions for the year ended 31 March 2022.

## **INVESTMENTS**

The Trustees withdrew from the BNZ Investment Portfolio in May 2020 due to Covid uncertainty, and invested the funds in short and longer term deposits with BNZ, ANZ and Kiwi Bank. Trustees are currently setting up a portfolio with Craigs Investment Partners. In preparation, the Kiwi Bank 5 year term deposit was broken, and other term deposits are being transferred to the Savings account as they mature.

## **LOANS APPROVED**

A loan of \$100,000 to the Piako Gliding Club to assist financing the purchase of a Duo Discus was approved, with draw down expected in May 2022.

## **GRANTS AWARDED**

### **Instructor Training Course Omarama**

Omarama Gliding Club applied for funds to support an Instructor Training Course. \$2,000 was granted from the *Pryde Trust*.

### **XC Training Course Springfield**

Canterbury Gliding Club applied for funds to support a XC Training Course. \$1,200 was granted from the *Pryde Trust*.

### **Coaching during South Island Regionals**

Omarama Gliding Club applied for funds to support Coaching youth during the South Island Regionals. \$560 was granted from the *Pryde Trust*.

### **Youth Soaring Development Camp Matamata**

Youth Glide NZ applied for funds to subsidise a Youth Soaring Development Camp at Matamata. \$1,400 was granted from the *Georgeson Trust* and paid to Matamata Soaring Centre.

### **Coaching during Central Districts Championships**

Wellington Gliding Club applied for funds to support Coaching during the Central District Champs. \$570 was granted from the *Rothmans/GNZ Loan Fund*.

### **Youth Soaring Development Camp Omarama**

Youth Glide NZ applied for funds to support four attendees at the January 2022 Youth Soaring Development Camp, awarding \$500 each towards their flying costs. \$2,000 was granted from the *Youth Glide Omarama 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 honour 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 3.75%).

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.”

### **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	58	3	Masterton Srng Club	5	1
Auckland GC	91	4	Matamata Srng Centre	-	1
Canterbury GC	66	3	Nelson Lakes GC	22	1
Central Otago FC	13	1	Omarama GC	46	2
ATCANZ	-	1	Omarama Srng Centre	-	1
Clutha Valley GC	2	1	Piako GC	71	3
Glide Omarama	7	1	Rotorua GC	6	1
Gliding HB & Waipuk	27	2	South Canterbury GC	14	1
Gliding Hutt Valley	8	1	Taranaki GC	30	2
Gliding Manawatu	29	2	Taupo GC	38	2
Greytown Srng Centre	-	1	Tauranga GC	48	2
Kaikohe GC	15	1	Wellington GC	80	3
Marlborough GC	10	1			
			<b>Total</b>	<b>686</b>	<b>42</b>

Note: The membership numbers above are flying members as at 31 October 2021. The total changed to 655 by 31 March 2022.

# GNZ OFFICER & COMMITTEE ANNUAL REPORTS

## Executive Officer

### Analysis of Membership:

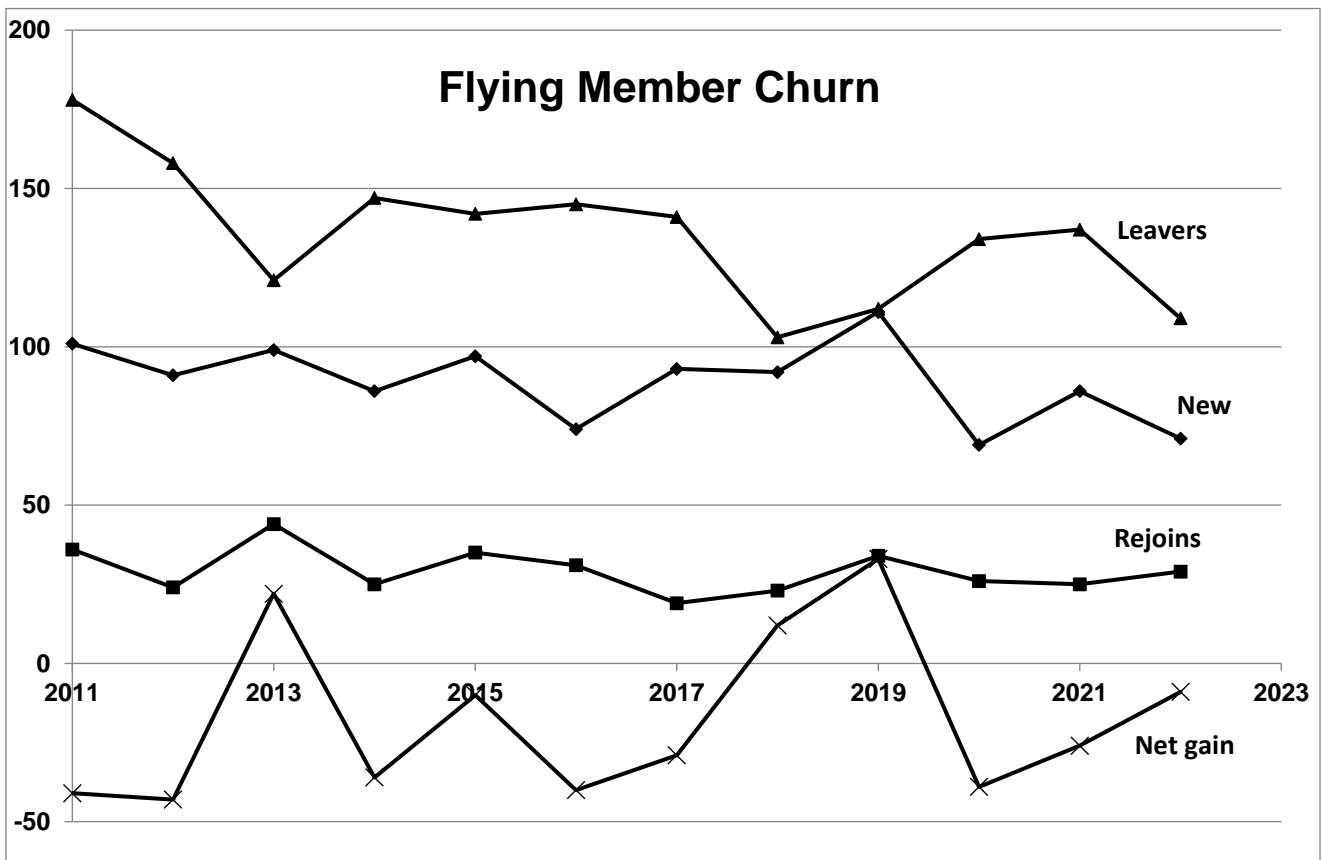
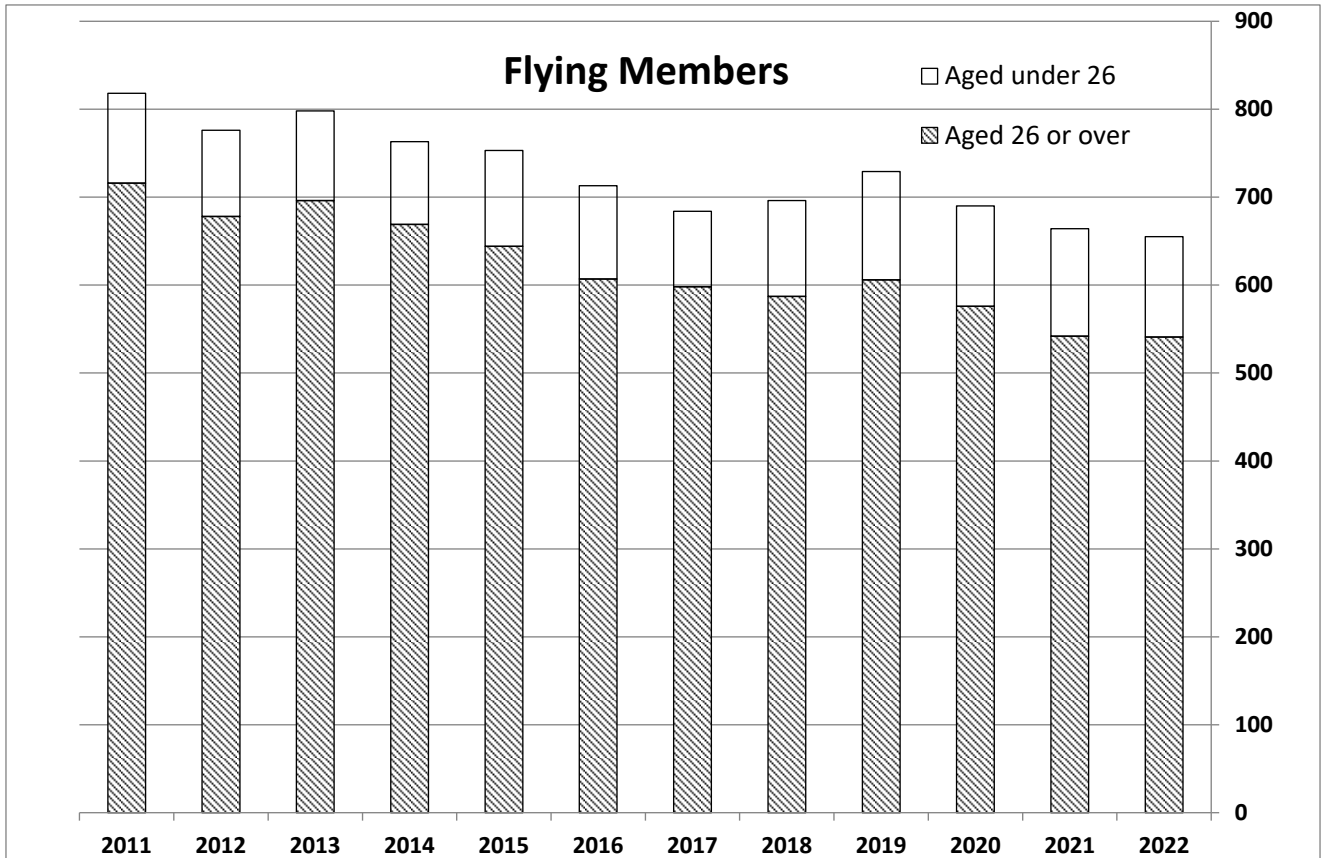
In 2021-22 we gained 100 new and re-joining members but lost 109 – a net loss of 9 flying members. Of the 100 new members, 29% were previous members rejoining.

For pilots under 26, this table does not differentiate between those in full-time study (and thus exempt from the affiliation fee) and those who are not. Data in the table are on 31 March 2022. Visiting foreign pilots are excluded.

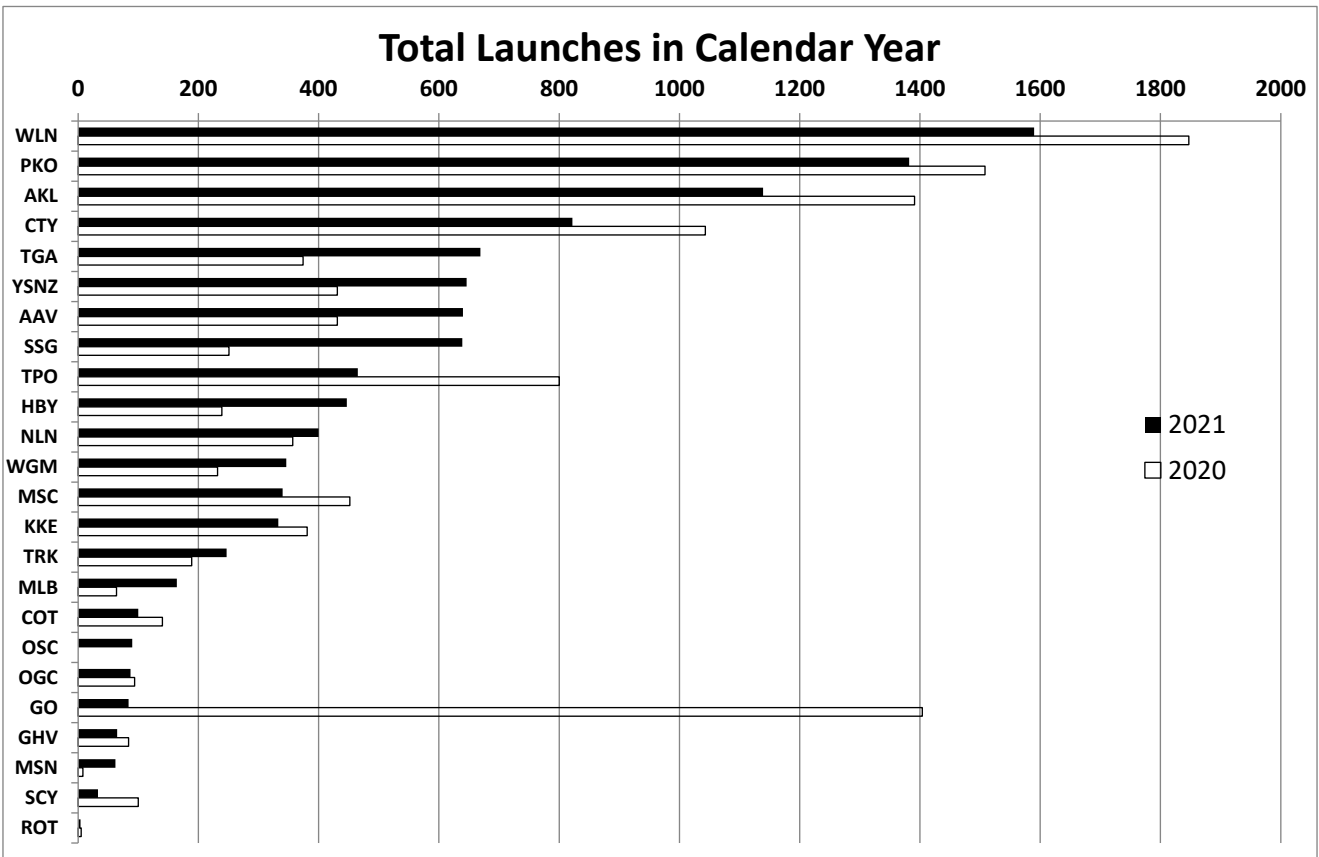
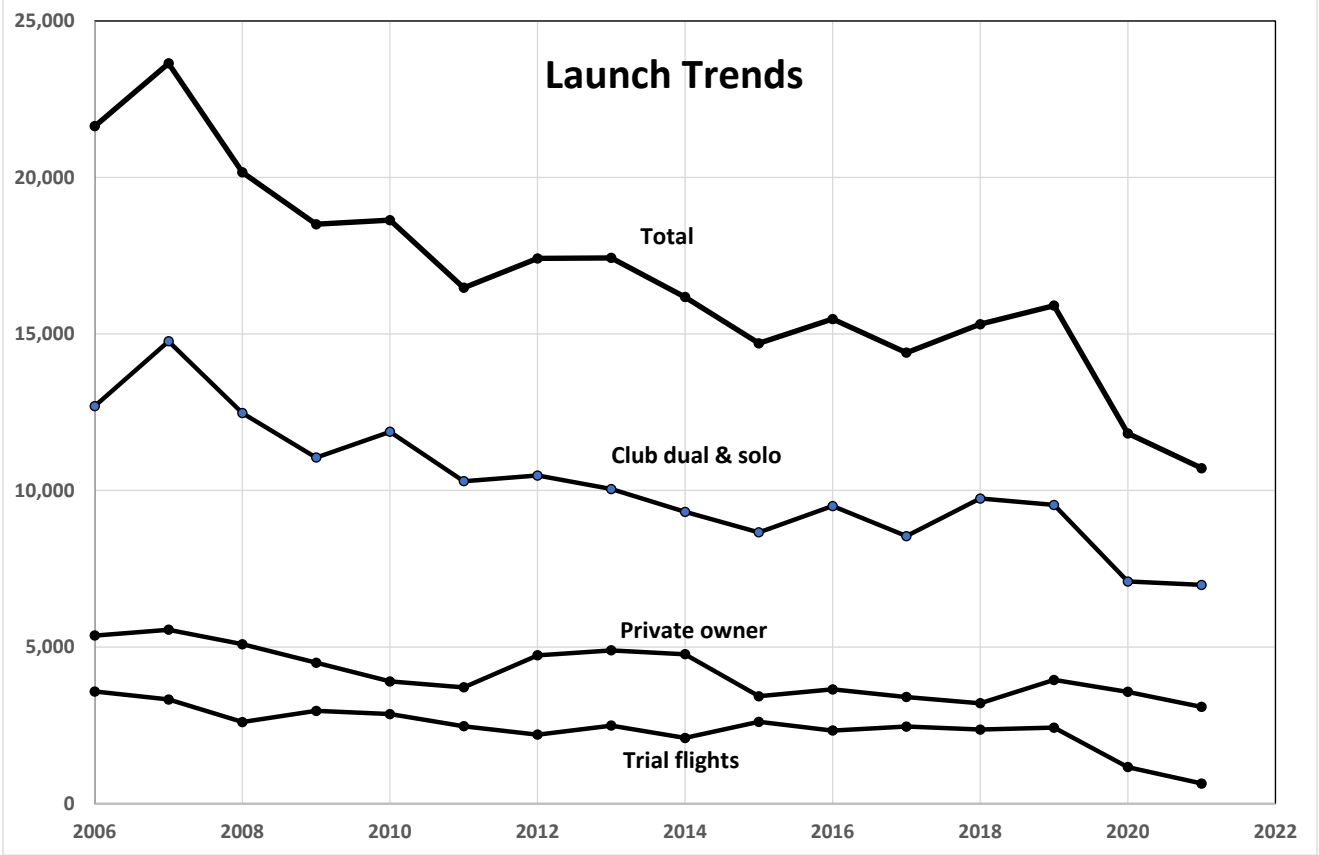
VFP excluded from all	2022	2021	2020	2019	2018	2017	2016
Flying 26 or over	541	542	576	606	587	598	607
Flying <26	114	122	114	123	109	86	106
Total flying members	655	664	690	729	696	684	713
% Flying <26	17.4%	18.4%	16.5%	16.9%	15.7%	12.6%	14.9%
Non-flying members	25	27	38	40	45	55	54
Total members	680	691	728	769	741	739	767
New flying 26 or over	38	42	37	61	44	60	28
New flying <26	33	44	32	50	48	33	46
Previous members rejoining flying	29	25	26	34	23	19	31
Resigned flying 26 or over	70	108	96	77	72	92	100
Resigned flying <26	39	29	38	35	31	49	45
Gain in flying members	-9	-26	-39	33	12	-29	-40
Gain in flying members %	-1.4%	-3.8%	-5.6%	4.7%	1.8%	-4.1%	-5.3%
Males flying	603	604	632	668	638	635	670
Females flying	52	60	58	61	58	49	43
Female flying %	7.9%	9.0%	8.4%	8.4%	8.3%	7.2%	6.0%
Flying <26 Female	24	29	23	25	26	23	18
% flying <26 Female	<b>21.1%</b>	<b>23.8%</b>	<b>20.2%</b>	<b>20.3%</b>	<b>23.9%</b>	<b>26.7%</b>	<b>17.0%</b>
50 years and over	407	406	444	446	444	441	454
Under 50 years	244	255	243	280	249	240	256
Average age flying	52.2	51.3	52.5	51.4	52.1	52.8	51.8
Average age of new members	34.1	32.7	35.5	34.2	34.6	36.6	28.3
Average age members leaving	41.7	49.4	44.3	43.3	44.9	42.2	42.8
Time in the sport (years)	7.9	10.1	9.6	7.4	9.6	8.3	7.7

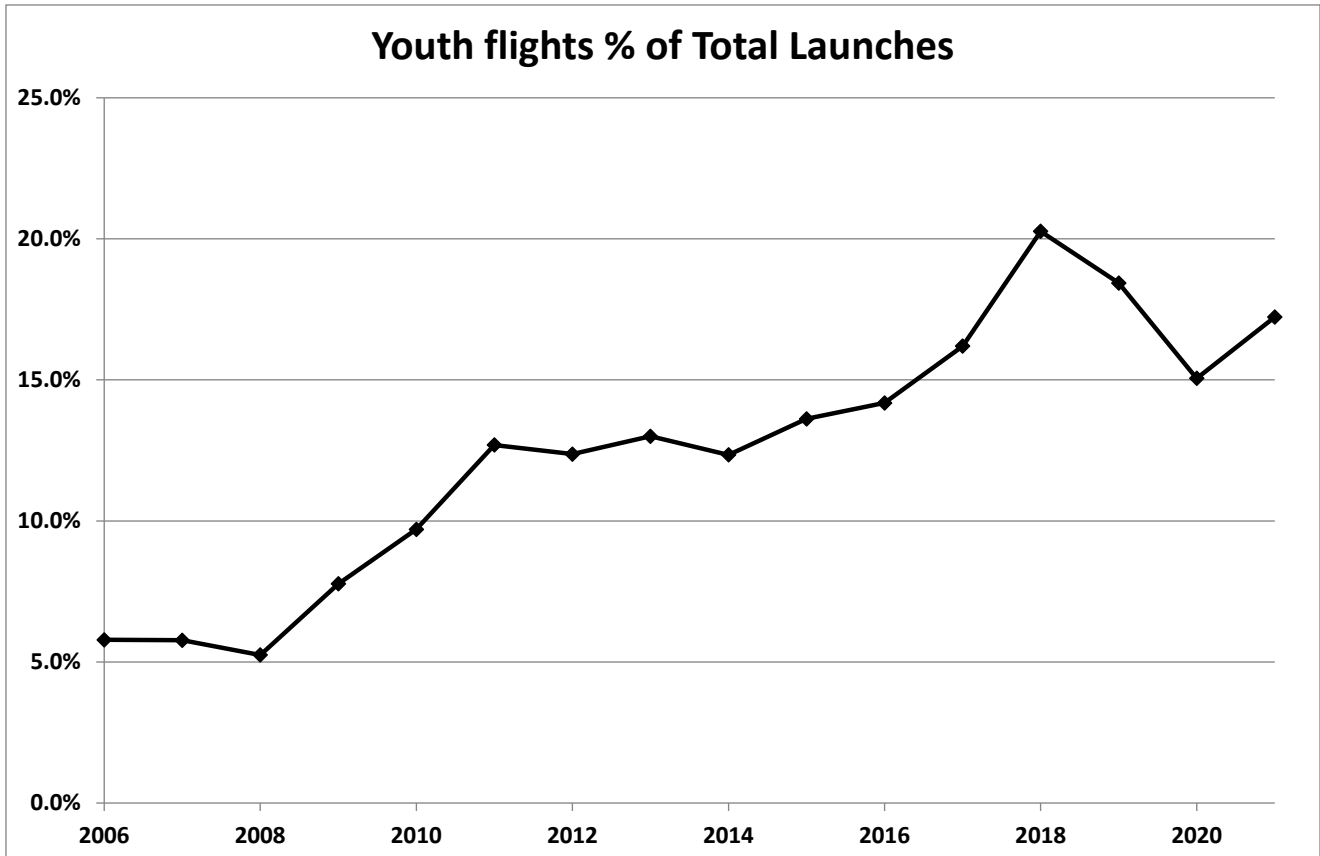
### QGP/XCP:

- 56% of current flying members have attained either QGP or XCP
- 131 QGP holders are yet to convert to XCP
- Of the 109 who left in the last FY, 27% had attained QGP or better (29)
- Average time in sport of those who left **with** QGP or XCP = **19.3** years
- Average time in sport of those who left **without** QGP or XCP = **3.7** years



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





There were 10,710 launches in calendar 2021. Relative to calendar 2020, the variances were:

- Club dual & solo - 2%
- Trial flights - 45%
- Private owner - 13%
- Overall total - 9% (31% down on the average over the previous 10 years).

### Progress with Safety Regulatory Matters:

Some matters of significant interest:

- Although CAA accepted GNZ's Advisory Circular for ADS-B OUT installations, take-up has been slow, with only about 40 gliders fitted by the end of March, despite the 31 December deadline this year, after which non-equipped gliders will be locked out of controlled airspace. Contributing reasons for this slow take-up may be CAA not currently allowing use of the small "puck antenna" for the GPS input (instead needing a much larger and more expensive TSO'd antenna); and CAA not (yet) following through with a promise to permit GNZ engineers to do the installations.
- For more than 70 years, GNZ has been recognised as fully competent to conduct our operations professionally and safely without detailed intervention by CAA. However, we now seem to be entering an era where CAA staff are much more closely managing our Part 149 documentation. Contrary to the Director's assertion that CAA's safety regulation is 'risk-based', GNZ's experience is that in many instances they are in fact rigidly 'rule based'.

**Max Stevens, GNZ Executive Officer**

## Operations

The Operations Team currently comprises David Moody (Northern Region), David Hirst (Central Region), Warwick Bethwaite (Southern Region) and myself. Gavin Wills resigned as Southern ROO during the year. The team convenes on-line every 6 weeks to review operations around the country, and to report back to instructors. These reports are filed on the Gliding NZ web site under "Safety Bulletins".

There continues to be a steady stream of incident reports, which is very gratifying. This gives many opportunities for review and improvement. Some reports were of very high quality. A personal thanks to every person who submitted a report. The "Swiss cheese" model is based on the premise that for every accident there are 10 "near misses" and 100 "incidents". Gathering and reviewing incidents is one way to reduce those near misses and more serious accidents. In the year to 30 April 2022 the Ops Team received 60 such reports, 11 more than the previous year.

Each club gets audited every two years by one of the Operations Team, and despite the interruptions during the last two years the audit program is largely up to date. The GNZ database is being used more extensively, and proving a useful tool, and most clubs have their administrative procedures well under control.

Unfortunately, there were two fatal gliding accidents during the year. Both involved experienced pilots, and both involved a deviation from long-established procedures. In one case the glider impacted vertically after being observed trying to soar along a ridge shortly after release. This strongly indicates a stall/spin event which could possibly have been avoided by maintaining a safe speed near the ground.

The second involved the glider being laterally out of position on tow and upsetting the towplane shortly after takeoff. A wing was allowed to drag along the ground, and this moved the glider out to one side of the tug, where it remained during the attempt to climb away. These two accidents have raised a number of questions, including the normalisation of poor habits, our ability to assess and manage ageing pilots, and in some cases whether the original training was accurate and effective. Discussions on these matters are ongoing.

A lot of work has been done to develop procedures for safely conducting Air Training Corps training days, resulting in an updated Advisory Circular which has received strong support from gliding clubs and ATC supervisors.

The Pilot Training Program has been in force for almost two years, and clubs that have engaged with it are reporting good outcomes. The Operations Team regularly reviews suggestions for minor changes, and a Review Panel has been steadily working through a list of major change requests. The attention of the Ops Team has now shifted to improving the training of Instructors and Instructor Trainers.

The NZ glider training program (for both pilots and instructors) has closely followed the British model since at least the 1970's, and the latest Instructor Training update was based on source material purchased from the British Gliding Association (BGA). The BGA is far better resourced than Gliding NZ, and their procedures have been well thought out and refined over many years. There has been a delay in the acceptance by CAA of an Instructor Training Program which dovetails into the Pilot Training Program, but it is expected that this matter will be resolved very shortly.

As reported last year, a shortage of instructors could be a roadblock to future growth in many clubs. Work has begun on finding efficient methods to train and develop new instructors to meet this projected need. To add to the technical elements of the training program Brian Sharpe has been researching modern approaches to "training the trainers". Existing written material on the "theory of learning" comes across as too dry and academic and has not proved



particularly effective at improving instructional techniques, but some of the new approaches look very promising.

Finally, if your club needs help with any operational or safety issue then please reach out to the Ops Team. Clubs can become very insular and hold the belief that they have to solve their problems all on their own. However, similar problems often occur in other clubs, and help will be willingly given.

As previously, I extend my sincere thanks and appreciation to past and present Regional Operations Officers. They have shouldered considerable responsibility in their roles. They also provide a lot of practical and discrete support to club officers and instructors in their regions in addition to work they do in their own clubs. And a vote of thanks to the CFI's who play such a key role in our amazing sport.

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

## **Airspace**

This past year has seen the successful conclusion of our Waikato airspace submission, the changes of which were in effect for the summer soaring season. Overall, the changes appear to be working very well with a few inevitable issues, mostly involving some complexities from Airways surrounding the activation of several GAA's simultaneously, and how we simplify the process of operating overlapping GAAs and RAs. We are currently talking to Airways with the objective of sorting these issues prior to next season.

It is worth noting our relationship currently with Airways is excellent. Communication has been constructive, and our input generally well received. Many thanks to Tim Bromhead for his part in this, especially during the northern competitions this season.

Looking ahead to the coming year several items are on the agenda so far:

1. Given the large (and increasing) number of applications for Common Frequency Zones, GNZs position should be clear and understood by our members. Broadly put our view remains that CFZs are not the answer to reducing potential aircraft conflict. Our argument is that CFZs simply add another layer of unnecessary complexity to the airspace. Position reports are often irrelevant and random, and therefore detrimental to situational awareness when identifying real threats. Reliance on a proper lookout should absolutely remain the primary method of traffic avoidance, together with the use of appropriate technology (ie Flarm, ADS-B).
2. A simplified and standardised method for activating GAAs both airborne and on the ground
3. The conclusion of an ongoing project to establish GAAs south of Omarama to mitigate future RNP departures from Queenstown required by Air New Zealand, and the establishment of a GAA covering the Taieri Pet. This work has largely been completed by Tim Hughes and with agreement from Air New Zealand, however large-scale changes in staffing at Airways has thus far prevented a final outcome.

As always, my thanks to the committee for their ongoing expertise and input.

***CJ McCaw, Chairman Airspace Committee***

## Quality

The CAA rules for our part 149 gliding organisation require a system of internal quality assurance to ensure compliance with the rules and confirm the adequacy of our processes and procedures. Gliding New Zealand's exposition sets out an internal audit program for clubs, pilot qualifications, engineer qualifications and glider maintenance. This year I have reviewed the documentation and procedures in the following areas:

- **General Club Operations Audits:**

Over the last 12 months a further 10 club audits have been completed between the three regional operations officers to ensure all clubs are audited every two years.

There is only one active club that is currently due an audit, and that was delayed due to unavoidable circumstances including COVID but will be completed soon.

The audits were all completed to an ever increasingly high standard from both the auditor and the actual club operations. Most of the minor discrepancies found in previous audits have been corrected and this shows the club audit system is working well and having a positive result. The visits of the clubs by the Regional Operations Officers are a valuable experience for the whole club and will continue to improve club operations, safety and quality of gliding.

- **Cross-Country Pilot Certificates:**

The most recent batch of new cross-country pilot certificate forms (XCP), congratulatory letter and certificates have been reviewed after a small movement in the process during the year.

The review covered a number of clubs and CFIs and I am pleased to say all were correctly completed and using the latest form, which was updated in March this year. The President's letter going out with the certificate is also a good inspirational touch and confirms the certificate is being issued by the President as holder of Gliding New Zealand's delegated authority from CAA..

Once again, I am pleased with the quality Gliding New Zealand's systems and the compliance by the clubs, their members and the operations team.

*Terry Jones, Quality Manager*

## Central Register

While a drop in membership is always disappointing, considering the large number of resignations from Auckland clubs following extended lockdowns, a drop of 9 members is not too bad under the circumstances.

Covid is still impacting on membership with the continued lack of our regular visiting overseas pilots/instructors.

Here's a summary of the resign log for the past 5 years:

- 15% Visiting foreign pilot (Flying & VFP)
- 15% Unpaid subs
- 8% Other Commitments (leisure, study, family, work)
- 5% Moved within NZ
- 4% Moved offshore
- 4% Non-flying (mag only)
- 3% Club issues
- 2% Visiting foreign instructor

- 2% Medical
- 2% Financial
- 2% Deceased
- 1% Tow pilot resigning
- 37% No reason given

The database membership functions moved to the new platform [gliding.net.nz](http://gliding.net.nz) in mid May 2021. It was met with a flurry of queries initially, and I'd like to thank Tim Bromhead for largely handling these queries promptly and thoroughly.

A couple of ongoing issues:

- A new member is created when they already exist on the database. The name search should bring up any existing member matches;
- A member is joined to a club, but not to GNZ, and likewise when resigning a member. Please make sure you check members' GNZ status is correct when joining and resigning.

Thanks again to Club Administrators for doing a Stirling job - I would like to see more resign comments where possible, but understand that sometimes you're as in the dark as I am.

***Laurie Kirkham, Central Register Manager***

## **Membership Development**

### **Membership Overview**

At first glance it's disappointing to note our total membership has declined during the past year.

But digging deeper reveals a more promising picture.

I refer you to the Flying Member Churn Graph in the Executive Officer's report.

Over the past 10 years resignations have been trending downwards to the extent that when balanced against new recruits and rejoins, the overall Net Loss has been reducing.

In fact, had it not been for COVID which severely impacted our activities throughout the country, but particularly in Auckland, we might well have seen a net gain for 2021/2022 year.

I would like to think this is indicative that we are beginning to deliver greater gliding experiences for everyone.

### **Strategic Plan 2020-2025 Update**

At our last AGM, we introduced a draft 2020-2025 Strategic and a broad plan to gain club engagement over the following 12 months.

Although the intention was to meet the majority of our 22 clubs, time and Covid constraints limited these meetings to six.

The outputs were however significant:

- We identified a serious shortage of instructors in many clubs which has not only limited their capacity to train new students but, in the case of smaller clubs, threatens their existence.

- We found the 6 flight Introduction to Flight Program used in the Aviation in College program has a broader application with both other groups, such as the Air Cadets, and as an excellent pathway into the sport for anyone wanting to give gliding a go.

Acting on these outputs we have since:

- Run a survey over all clubs to determine the actual number of current instructors and the number of instructor trainers. Indicative of today's shortage is the finding that in 1997, over all clubs, there was one instructor for every 1.6 students. In 2021, it was one instructor for every 2.5 students, an average 50% increase in the instructor load.
- Ramped up of our promotion of the Introduction to Flight Program as a recruiting tool.

As a further consequence of discussions with clubs an updated draft of the Plan will be presented at this year's Annual Conference. This will feature more tightly focused Initiatives and a high priority focus on our training programs, particularly the training of Instructors.

### **Advertising and Promotion**

We have continued to run regular advertisements in the KiwiFlyer magazine supported with regular articles by Jill McCaw. How effective this advertising may be is difficult to gauge, but it was heartening to receive a club request for more information on the Introduction to Flight program together with a request for a supply of the Introduction to Flight booklets.

But the promotional highlight of the year had to be Terry Delore's Length of NZ flight and the superb media coverage – both social & otherwise, generated by daughter Abbey. Absolutely priceless. Thank you, Abbey!

### **International Gliding Commission – Gliding Development Group**

John Roake would be pleased to learn that his barracking for IGC action on globally declining membership numbers has finally borne fruit – IGC have formed a Gliding Development Group which, to begin with, has a mission to share the learnings of successful initiatives in other gliding nations.

Gliding NZ is now a member of this group which is currently chaired by Mandy Temple of the Gliding Federation of Australia.

An interesting initial observation is that making better use of peoples' time - students, instructors, volunteers, prospective members ... is seen as a core challenge in virtually all members of this Group.

With a big thank you to all of the Clubs I have so far managed to visit.

***Brian Sharpe, Chairman Membership Development Committee***

## Awards

<b>Statistics:</b>		<b>21-22</b>	<b>20-21</b>	<b>19-20</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>
QGP			1	26	24	19	8	16	22	24
QGP VFP			4	15	19	15	18	25	23	16
XCP		11	10							
QGP to XCP		2	5							
Silver Height		9	11	18	15	3	3	4	9	3
Silver Distance		6	13	12	12	2	2	6	11	4
Duration		10	15	9	8	3	4	3	10	8
Silver Badges		8	13	8	6	6	4	4	11	2
Gold Height		5	6	8	2	1	4	9	7	0
Gold Distance		2	8	2	4	3	4	4	5	8
Duration		10	15	9	8	3	4	3	0	8
Gold Badges		1	6	1	1	3	4	5	3	1
Diamond Height		2	3	6	2	2	3	8	3	1
Diamond Goal		1	3	2	2	3	2	4	1	2
Diamond Distance		0	4	3	3	1	2	1	0	1
3 Diamond Badge		0	2	3	2	0	3	0	1	1
750 km Diploma		0	0	0	0	0	1			
1000 km Diploma		0	1	1	0	0	0	0	0	0
1250 km Diploma		0	0	1	0					
1500 km Diploma		0	1	1	0					
NZ Records		0	0	3	2	0	1	1	0	4
World Records		0	0	3	0	1	1	1	0	0
Official Observers	OO	4	6	8	1	11	4	6	8	2
	SOO	0	0	1	0	0	2	2	2	0
GNZ First Comp Award		6	5	8	6	3	0	5	8	4

**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.

**Official Observers:** We have 171 Official Observers on the book, of whom 18 are Senior Official Observers.

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

### **Air New Zealand Cross Country Championships**

A total of 45 pilots had qualified last year, 14 from the south and 31 from the north.

The fact that the OLC entry automatically scores the flight / pilot for the Air New Zealand Cross Country Competition, if the pilot has had a QGP for less than ten years and has not archived a Gold distance, could explain the increase in numbers of participating pilots.

### **Miscellaneous:**

During the past year, the Awards Officer has processed 61 (106) claims.

198 e-mails have been received and 119 have been sent.

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

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

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

***Edouard G. Devenoges, Awards Officer***

## ***New Zealand Aviation Federation***

The NZAF was formed in 1981 to bring together all the sectors of General Aviation (GA) to exchange ideas and issues that can be collectively debated and then presented to the regulating authority from a truly representative standpoint. The primary objectives of NZAF are to encourage, promote and protect aviation activities, both commercial and non-commercial, and to further the interests of similar organisations where there is mutual benefit.

The organisation is a major shareholder in ASPEQ, who provide examination capability for aviation, health care and trades, and is funded primarily by dividends from the ASPEQ shareholding.

The 16 NZAF members met six times a year using a combination of face-to-face and zoom. They represent sectors across GA from private, sport & recreational aviation, both powered and non-powered, to agricultural and aerial work, model aircraft, remote piloted aircraft, balloons and parachute operations. GNZ has been a member of the NZAF from the beginning.

The member organisations have a combined membership of some 10,500, of whom more than 6,000 hold aviation licences or approvals, owning over 4,000 registered aircraft and 42,000 model aircraft including drones. The NZ Aviation Federation is represented on all the sector reference groups and advisory panels within the Civil Aviation Authority.

While each organisation is independent, the NZAF provides a forum where mutual support is provided across organisations and projects or concerns can be shared, debated and progressed. For example, NZAF: recently lobbied successfully for the medical application fee to be reduced from \$315 to \$105; has been present at over 100 meetings for the implementation of the New Southern Skies ensuring the rights of GA are to the forefront in debates; lobbied vigorously and successfully for the subsidy for ADS-B and is supporting GNZ in seeking certification of the TA50 aerial for glider ADS-B fits; provided a grant to GNZ for the airspace design work in central Otago; and, is supporting Aviation NZ in their work to get foreign students back into NZ to revive the aviation training industry.

A recent initiative has been the creation of a Nelson Marlborough Institute of Technology - Aviation Engineering Scholarship for Young Women. This provides a single payment towards programme fees and course related costs for any new or current female enrolled on the NMIT NZ Certificate in Aeronautical Engineering Level 4. Three candidates were awarded this sponsorship recently.

Ongoing business includes discussions with the Director, CAA, to ensure a focus is maintained on meeting GA requirements and supporting GA operations, discussions with the Small Airports Association with a view to supporting the discussions at many uncontrolled airports regarding operations, safety and liability (eg Raglan, Hood), low level ADS-B coverage on the West Coast to enhance safety, supporting activities such as the Walsh and, currently, there is a project underway to provide a template for an “SMS-Light” system for sport and recreational operators.

***Bob Henderson, GNZ Representative to NZAF***

## **REMITs**

**Executive Committee:** *That a modified version of the BGA Competition Organisers’ Guide be adopted as the GNZ Guide for Organisers’ and Administrators’ of GNZ Sanctioned Gliding Competitions.*

Comment: The existing GNZ guide has not been updated since 2007. During the year, Bob Henderson has carried out an extensive review of the guide on behalf of the Executive and the SRC, carrying on from the work previously initiated by Vivienne Bryner. During this work, it became apparent that the best course would be to adopt the BGA guide with modifications to suit GNZ. The work is now essentially complete and includes a risk template covering safety, financial, and reputational risks at GNZ competitions. Given the potential risk to GNZ as an organisation that competitions present, adoption should be a matter for AGM determination.

**Auckland Gliding Club Remit 1:** *That GNZ investigates the value of a scheme whereby there is a preferred insurer, with a proportion of premiums paid flowing back to GNZ.*

Comment: This would cover both aircraft and liability insurance. The club is aware of a marina association which has successfully used such a scheme and know of a broker that runs them.

**Auckland Gliding Club Remit 2:** *That GNZ provides guidelines/templates for clubs to use in the event of another pandemic.*

Comment: Specialist knowledge is hard to access, particularly for small clubs and a common approach nationally seems desirable.

**Auckland Gliding Club Remit 3:** *That GNZ creates a nationwide flight recording system to cover both club operations and statistical reporting, creating a single source of data.*

Comment: An investigation whether such a system is already available in other countries should be done first.

## 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 draft budget, the Executive now recommends for 2022-2023 an increase in the flying member affiliation to \$120.00 (incl GST), an increase in the aircraft levy to \$120.00 (incl GST), and no change to the members communication levy of \$25.00 (incl GST), as follows:

### 1. Annual Subscriptions and Levies:

#### (A) GNZ Full Members.

*An affiliation fee at the rate of \$120.00 (including GST) plus a communications levy of \$25.00 (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 the fee and levy, joining between 1 February and 30 April = 50% of the fee and levy, and joining between 1 May and 30 June = 25% of the fee and levy.*

*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 and communications levy 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 and communications levy 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 and communications levy for each flying member of the GNZ Commercial Member at the rate and struck as for a GNZ Full Member.*
- (ii) For any 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 \$120.00 (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.*



## **GNZ BUDGET 2021-2022**

### **General Budget**

Last year's budget forecast of a \$17k deficit was based on using past year's surpluses rather than increasing affiliation fees. The actual deficit was \$9k, largely due to the anticipated work on the Queenstown and Taieri Pet airspace being hampered by Covid.

We have again budgeted for work on the Queenstown and Taieri Pet airspace (budgeted over two years), which would fulfill the expectations of the \$25k grant from NZAF received in the 2021 financial year.

For Airworthiness we have allowed an extra \$10,800 for Engineering Workshops proposed by Mike Strathern.

Also budgeted is an upcoming expense for work on an exemption for Glider Trailer Dimensions by Nigel Davy, working with TransTech.

Both the Executive Officer and the Treasurer had rate increases for the 2022/23 year, having held their rates for many years despite inflation rises.

Flight Instruction Tools is Martyn Cook's continued work on the Flight Training Programme, and this is partially funded by the Sport NZ grant.

The budget allows for the special projects as above (Airspace, Engineering Workshops, Trailer Dimensions) totalling \$25k to be funded from previous year surpluses. Due to reduced Sport NZ funding and inflation going through the roof, GNZ are proposing an increase of Affiliation and Glider Fees from \$100 to \$120 (including GST) to cover the other outgoings.

### **Promotions Budget**

The main income for Promotions is the Communications Levy transferred from the General Fund.

Membership Development expenses are for Brian Sharpe and his team to run Club Engagement trips throughout the country, plus the usual Sport NZ and GNZ meetings/reports.

Any surplus is transferred to the Newsletter Reserve Fund.

### **Instructors Budget**

Brian Sharpe is planning a national Instructor Training programme and we've budgeted \$10,000 for this project. It's being funded from the transfer of the \$11,100 held in the Operations Officers Fund – a fund that has never been claimed on and closely aligns with instructor training.

***Laurie Kirkham, GNZ Treasurer***

<b>GLIDING NEW ZEALAND INC</b>			
<b>General Fund Budget 2022/23</b>			
<b>2021/22</b>			<b>2022/23</b>
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>	<u>Budget</u>
600	522	Commercial/Associate etc	626
15,000	15,130	Communications Levy	15,000
24,000	24,777	Gliders	28,800
49,000	50,126	Members	60,000
2,500	2,550	Youth Glide	2,500
91,100	93,106		106,926
		<i>Less Allocations to/from Special Funds</i>	
(15,000)	(15,130)	Promotions - Tfr Communications Levy	(15,000)
0	0	Tasman Trophy Fund	0
76,100	77,975		91,926
		<i>Operating</i>	
2,100	3,000	Distribution from NZAF	3,000
600	617	Engineers Fees	600
3,500	2,113	Interest	2,500
900	618	Surplus - Sale of Badges & Books	700
7,100	6,348		6,800
		<i>Grants &amp; Sponsorship</i>	
8,250	8,250	Sport NZ Grant	6,000
8,250	8,250		6,000
<b>91,450</b>	<b>92,574</b>	<b>TOTAL INCOME</b>	<b>104,726</b>
		<b>Less EXPENDITURE</b>	
		<i>Executive &amp; Management</i>	
30,000	35,156	Administration - Executive Officer	35,000
12,500	11,090	- Treasurer	12,500
1,680	1,665	Auditing	1,700
5,600	4,696	Travelling Expenses - Executive	5,000
5,000	4,301	Annual Meeting - Expenses	5,000
750	610	- Annual Report	650
55,530	57,519		59,850
		<i>Committees</i>	
6,300	137	Airspace Committee Expenses	6,300
3,000	3,329	Airworthiness Committee Expenses	14,300
3,000	1,119	Operations Officer Expenses	3,000
4,000	4,000	National Membership - Register	4,300
2,500	2,500	- Awards	2,500
18,800	11,085		30,400
		<i>Representation</i>	
2,200	2,189	FAI Affiliation	2,200
2,100	3,500	NZAF Meetings	3,000
1,000	722	Subscriptions - NZAF, OSTIV, RNZAC	750
5,300	6,412		5,950

		<i>Operating Expenses</i>		
5,000	5,186		CAA Charges	5,000
75	75		Communications - Zoom Meetings	75
6,750	5,750		Flight Instruction Tools	8,000
500	1,330		General Expenses	500
0	0		Glider Trailer Dimensions	7,500
990	1,045		Insurance	1,050
5,000	2,180		Website Development	2,500
2,500	2,550		Youth Glide Affiliation Fees	2,600
<b>20,815</b>	<b>18,116</b>			<b>27,225</b>
		<i>Sport NZ Grant Funding Expenditure</i>		
4,650	4,650		Flight Instruction Tools	2,400
3,600	3,600		Youth Soaring Development	3,600
<b>8,250</b>	<b>8,250</b>			<b>6,000</b>
		<i>Grants &amp; Concessions</i>		
600	483		Youth Glide Fees under 26 and working	600
600	483			600
<b>109,295</b>	<b>101,865</b>	<b>TOTAL EXPENDITURE</b>		<b>130,025</b>
<b>(17,845)</b>	<b>(9,291)</b>	<b>EXCESS INCOME OVER EXPENDITURE</b>		<b>(25,299)</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.

### Promotions Fund Budget 2022/23

<b>2021/22</b>		<b>INCOME</b>		<b>2022/23</b>
<u>Budget</u>	<u>Actual</u>			<u>Budget</u>
15,000	15,130		Communications Levy	15,000
2,200	2,025		Donations	2,000
4	4		Interest	5
<b>17,204</b>	<b>17,160</b>			<b>17,005</b>
		<b>Less EXPENDITURE</b>		
1,500	270		FAI Awards	300
350	400		First Competition Awards	400
11,700	6,545		Membership Development Committee	9,700
3,300	3,043		Promotional Advertising	3,500
0	0		Website Blogs	0
<b>16,850</b>	<b>10,258</b>			<b>13,900</b>
354	6,902			3,105
		<i>Less Allocations to/from Special Funds</i>		
(354)	6,902		Transfer to Newsletter Reserve Fund	3,105
<b>0</b>	<b>13,804</b>	<b>EXCESS INCOME OVER EXPENDITURE</b>		<b>6,210</b>

### Instructors Fund Budget 2022/23

<b>2021/22</b>		<b>INCOME</b>		<b>2022/23</b>
<u>Budget</u>	<u>Actual</u>			<u>Budget</u>
0	0		Transfer from Operations Officers Fund	11,100
		<b>Less EXPENDITURE</b>		
0	0		Instructor Training	10,000
<b>0</b>	<b>0</b>	<b>EXCESS INCOME OVER EXPENDITURE</b>		<b>1,100</b>

## **CONTEST PILOTS' MEETING SUNDAY 26 JUNE 2022 9:00am**

### **Agenda**

1. Attendance List
2. Apologies
3. Chairman's report
4. Confirmation of incoming committee (Nominations received for Rob Lyon, Nick Oakley & Georgia Schofield)
5. Minutes of previous meeting (13 June 2021)
6. Minutes from pilots' meetings at competitions
7. Matters arising
8. Remits
9. Rule changes
10. Competition venues and dates
11. New Contest Management Guide
12. General business

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

Firstly, I would like to acknowledge all the great work that Christian Derold did with the SRC; his tragic loss has been a huge loss to the SRC.

With no significant rule changes, this has been a quiet year for the committee. However, I am very pleased to have had such great support.

#### **Contest Summary:**

Despite weather affecting several competitions, it has been a reasonable season.

	<b>2021/2022</b>	<b>2020/2021</b>	<b>2019/2020</b>	<b>2018/2019</b>	<b>2017/2018</b>
Southern Regionals 2020 Club Class Nationals	19	22	10 8	30	29
Northern Regionals	Cancelled	25	23	15	25
Central Regionals	35	45	30	21	20
Nationals	37	19	30	17	27
Club Class Nationals 2021 MSC comp	Cancelled	18 11	See above	12	10
Grand Prix	22	10	12	Not held	Not held
Springfield comp	22	23		11	19
Central Plateau comp	14	11	13	10	13

There continues to be an increase in the level of support for the Sports Class, which is fantastic, and furthermore pilots have also progressed through the Sports Class into other classes. The SRC will continue to promote the Sports Class and look at ways of improving support for it.

All the NZ contest results are available in detail on Soaring Spot, and congratulations to this year's contest winners.

[https://www.soaringspot.com/en\\_gb/search/?q=New+Zealand&page=1&country=NZ](https://www.soaringspot.com/en_gb/search/?q=New+Zealand&page=1&country=NZ)

### ***IGC Rankings:***

We are now in the fifth year of participation in the IGC Ranking System which sees all NZ competitors receive an international ranking.

Currently the top ranked New Zealand pilots are: 1-John Coutts, 2-Pat Driessen, 3-Ben Flewett, 4-Tim Bromhead, 5-Keith Essex. See <http://igcrankings.fai.org/>

I also wish to say a huge thank you to John Etches for his outstanding contribution during the season as contest director for four of the NZ sanctioned contests.

### ***International Contests:***

COVID-19 continues to effect international travel and our ability to participate in international contests during the 2021/2022 season.

### ***Rule Changes:***

There were no significant rule changes for the 2021/2022 season, and the SRC are not anticipating any significant rule changes for the 2022/2023 season.

### ***Contest Class Naming:***

Novice class was changed to Sports class, but popular contest class names continue to elude us.

### ***Scales for Weighing Gliders:***

I regret to report that little forward progress has been made by the SRC with obtaining scales for weighing gliders at competitions.

### ***Focus for Next Year:***

The SRC's main focus for next year will remain on increasing participation in the New Zealand contest scene. We will continue to support the Sports Class format as a way of introducing new pilots into the contest scene. We will also continue our work to best optimise the timing of contests to make best use of school/university holidays and the best summer months.

Also on the to do list is for the SRC, together with GNZ is to:

- Update the contest management guide with particular attention to contest director succession planning.
- Seek feedback from the tasks setters about the existing land out/turn point files to see what additional turn points would be desired by the task setters.

***Glyn Jackson, Chairman Sailplane Racing Committee***

## **Minutes of the Annual Pilots' Meeting 13 June 2021, 09:15am**

**Committee Members Present:** Rob Lyon (Chair), Glyn Jackson.

**Apologies:** Committee Members: Nick Oakley, Keith Essex, Christian Derold.

Pilots: John Robertson.

**Chairman's Report:** The Chairman's report, as printed in the GNZ Annual Report, was accepted (*moved G Jackson, seconded R Lyon*).

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

Current members: R Lyon  
N Oakley  
K Essex  
C Derold (term expiring)  
R Gaddes  
G Jackson (term expiring)

Glyn Jackson and Christian Derold were nominated for new terms. No other nominations were received. A vote was not required, and the nominations were accepted. New committee to elect a convenor per AC 2-10.

**Minutes of the Previous Meeting:** The minutes of the previous annual meeting held 14 June 2020 via Zoom were accepted as a true and accurate record. (*Moved Rob Lyon, seconded Tony van Dyk.*)

**Minutes of Pilots' Meetings held at competitions during the season:** The minutes from the Pilots' Meetings held at the 2021 Nationals, Club Class Nationals and Central Districts, as printed in the GNZ Annual Report booklet were noted.

### **Matters Arising from above meetings:**

- Noted that the Cook Strait crossing discounts are not good, but contests are held in peak season. SRC to approach Interislander to see if the discount can be improved.
- Noted that the SRC has no budget available to purchase scales to weigh gliders at contests. A Motion was made that: "The SRC add a \$10 levy to Sanctioned Contest Fees to fund the purchase of two scales, not to exceed the value of \$1000 each." (*Proposed Karen Morgan, Seconded Vivienne Bryner, motion passed*). Following the vote, Tony van Dyk and Bob Henderson offered to fund the initial purchase cost of the scales, to be reimbursed from the contest levy.

**Remits:** None

**Rule Changes:** No rule changes for the 2021/2022 season.

**Competition venues and dates:** The competition venues and dates for the 2021-2022 and 2022-2023 seasons were agreed. A short discussion on the meaning of "sanctioned" contests followed. At this time, "sanctioned" refers to the Northern, Central, South Island, National and Club Class contests. These contests must be held according to SRC rules. Other contests are held at the discretion of the contest organisers and do not need to follow the SRC contest rules.

It was noted that, as ever, space on the contest calendar is crowded. The SRC will endeavour to arrange contests so that no other contest overlaps the Nationals. A non-sanctioned contest on the opposite island may overlap with a sanctioned contest on the other island.

## **Workshop on contest organisation**

Bob Henderson spoke on the topic of succession planning for contest organisers, contest volunteers and competition experience.

### **General Business**

#### *Status of the Tasman Trophy – Tim Bromhead*

Currently, the Tasman Trophy is defunct and has not been contested as we have been unable to agree terms with the GFA.

Ross Gaddes will contact the GFA to try and revive this trophy. Steve Wallace suggested we send someone to a suitable contest in Australia and “just take it”.

#### *Coaches – David Moody*

Due to Covid restrictions it has been impossible to arrange for overseas coaches to visit NZ. David asked for senior NZ and Australian pilots to “step up”.

#### *New Scoring System – Rob Lyon*

Feedback on the new scoring system introduced in the 2020/21 season was requested. General feedback was neutral. No obvious problems were noted. No negative comments were made.

**Closure:** The meeting was closed at 10:50am.

## **Minutes of the Pilots’ Meeting held 9:00am 29 January at the 2022 Nationals**

Topic 1 – Brett Hunter noted that the concept of South Island pilots venturing north for competitions is not happening. He asked if there is a solution somehow. This was discussed but no specific result or suggestions were offered.

Topic 2 – Derek Kraak asked for better/clearer Airspace briefing & tuition, especially for pilots new (like from the South Island). No immediate solution was offered.

Topic 3 – Derek Kraak said the competitions are being diluted due to the number of them and called that the SRC reduce conflicts. Should there be two years in each island for Nationals? Some discussion was had on the reasons for the South being so parochial.

Topic 4 – The finish circle was discussed and there was a request for more guidance on using this method from the SRC. Karen noted that it’s up to the pilots to do the math to arrive at acceptable height.

Topic 5 – Karen asked that SRC remove the rule about task setting while airborne. Mark Wilson thinks the method works well for task setters in dodgy weather conditions.

Meeting completed 10.30am.

## Proposed Contest Calendar for 2022-2024

Contest	Location	Start	Finish
MSC Comp	Matamata	5/11/2022	12/11/2022
Springfield Comp	Springfield	19/11/2022	26/11/2022
Northern Regionals	Taupo	19/11/2022	26/11/2022
South Island Regionals	Omarama	3/12/2022	10/12/22
Drury Comp	Drury	1/01/2023	7/01/2023
Multi Class Nationals	Omarama	20/01/2023	29/01/2023
Club Class Nationals	Matamata	3/02/2023	12/02/2023
Central Districts Regionals	Waipukurau	18/02/2023	25/02/2023
Central Plateau Comp	Taupo	4/03/2023	11/03/2023
NZ Grand Prix	Matamata	19/03/2023	26/03/2023
Northern Regionals (if MSC bid for 2024 Multi Class Nats not successful)	Matamata	18/11/2023	25/11/2023
Springfield Comp	Springfield	18/11/2023	25/11/2023
South Island Regionals	Omarama	2/12/2023	9/12/2023
Drury Comp (TBC)	Drury	6/01/2024	13/01/2024
South Island Regionals (NLGC bid)	Nelson Lakes	6/01/2024	14/01/2024
Multi Class Nationals (TPO bid)	Taupo	20/01/24	28/01/2024
Multi Class Nationals (MSC bid)	Matamata	16/01/2024	4/02/2024
Club Class Nationals (WLN bid)	Papawai	3/02/2024	11/02/2024
Club Class Nationals (alternative WLN bid)	Papawai	10/02/2024	18/02/2024
Central Districts Regionals (GHB bid)	Waipukurau or Dannevirke	17/02/2024	24/02/2024
Central Districts Regionals (TGC bid)	Taumaranui	17/02/2024	25/02/2024
Central Districts Regionals (alternative TGC bid)	Taumaranui	24/02/2024	3/03/2024
NZ Grand Prix (MSC bid)	Matamata	2/03/2024	10/03/2024
NZ Grand Prix (alternative MSC bid)	Matamata	9/03/2024	17/03/2024



## **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.

*2021 recipient – Maurice Honey, Auckland*

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

*2021 recipient – Tim Bromhead, Piako*

**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.

*2021 recipient – no records, 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

*2021 recipient – John Robertson, 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.

*2021 recipients – North Island – Michael Cooper, Tauranga  
– South Island – Peter Taylor, Canterbury*

**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.

*2021 recipients – North Island – David Jensen, Piako  
– South Island – Gavin Wrigley, 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.

*2021 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  
 | John Roake, Bill Walker, Bob  
 1995 | 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

### **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	Yvonne Loader	2012	Bill & Jan Mace
2013	Terry Jones	2013	Tom Davies
2014	John Goddard	2014	Mike Strathern
2015	Gavin Wills	2015	Steve Wallace
2016	Martyn Cook	2016	Grae Harrison
2017	Jim Bicknell	2017	Stewart Barton
2018	David & Marion Moody	2018	Brian Sharpe
2019	Lex McPhail	2019	Kim Read
2020	Karen Morgan	2020	Abbey Delore
2021	Maurice Honey	2021	Tim Bromhead

***Building a  
Sustainable  
Membership***

**COMMUNICATE**

**COOPERATE**

**AVIATE**