

**Minutes of the Annual Pilots Meeting
Held at the GNZ Conference
Sunday 26th June 2022, Commencing at 09:05am**

Item 1 – Attendance List:

Committee Members Present: Ross Gaddes (Chair)
19 pilots present

Item 2 - Apologies:

Committee Member Apologies: Nick Oakley, Keith Essex, Rob Lyon, Glyn Jackson
Pilots: Nil

Item 3 – Chairmans Report:

It was moved that the Chairman's report as printed in the GNZ Annual Report be accepted

Moved: R Gaddes **Seconded:** G. Harrison CARRIED

Item 4 – Confirmation of incoming committee:

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

2. Current members:

R. Lyon – Term Expiring
N. Oakley – Term Expiring
K. Essex
R. Gaddes
G. Jackson
Vacant

Nominations have been received for:

Rob Lyon
Nick Oakley
Kieran Cassidy

There being no other nominations a vote was not required and the nominations were accepted.

3. As per AC 2-10 (2.2) the new committee are to elect a convener (Chairperson) and forward to the GNZ Executive for approval.

Item 5 - Minutes of the Previous AGM Pilots Meeting:

It was moved that the Minutes of the previous AGM meeting held 13 June 2021 as printed in the GNZ Annual Report 2022 were accepted as a true and accurate record.

Moved: T. Van Dyk **Seconded:** D. Moody CARRIED

Item 6 – Minutes from Pilots Meetings at competitions:

The minutes from the Pilots Meetings held at the Regional and National contest during the year were not presented but are published on the GNZ website.
(note only one pilots meeting is minuted for the 2021/2022 season)

<https://gliding.co.nz/minutes-pilots-meetings/>

Item 7 – Matters Arising from Items 5 and 6:

- *Cook Strait ferry discounts.* An update was requested. There was none from SRC. G. Robinson reported that a 15% discount was available on the Interislander if one was a member of the Top Camping Ground. It was noted that being a member of the RV Association attracted a discount with Blue Bridge Ferries. SRC urged to follow up on the potential for discounts
- *Tasman Trophy.* K. Morgan reported that the status of the Tasman Trophy was affected by the unpredictability of travel and discussions needed to be held with GFA.
- *Finish Ring.* It was noted that guidance on the location and height of the Finish Ring had been incorporated in the new Competitions Organizers' Guide. The height of the ring should be consistent with a continuous glide to the airfield. The penalty for the Finish Ring was questioned. An unintended consequence of the initial penalty being a "warning" allowed pilots to violate the finish height on the final day with no effect on their scores. SRC were requested to consider adjusting the penalties on the Finish to either make the first offence a loss of points, or to make any height violation on the last day a loss of points.
- *Task setting while airborne.* This was discussed. It was noted that it has value at Omarama where the terrain hides approaching weather. It was commented that the use of RASP and Skysight forecasting tools both reduced the likelihood of tasks being set into poor conditions. It was noted that, if airborne tasking was to be used, that communication of the task change to all competitors had to be ensured and that there should be a limited number of pre-planned options (eg changing the size of an AAT area or changing the time for an AAT). SRC were requested to review the use of task setting while airborne.
- *Purchase of scales.* It was reported that no action had been taken. The need for scales to facilitate random weighing at the Nationals was agreed, the objective being to ensure pilots were complying with airworthiness mass limits on their aircraft. SRC were urged to obtain a set of scales and the previous funding

decision from 2021 was confirmed. It was noted that D. Hirst may be able to obtain scales from the USA.

Item 8 – Remits:

No Remits were received

Item 9 – Rules:

No rule changes for the 2022/2023 season.

Item 10 – SRC/GNZ Sanctioned Competition Venues and Date

Part A - Approval of venues and dates for 2022/2023 season:

As per GNZ website

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=calendar>

Competition Venues and Dates 2022 -2023 Season			
Contest	Location	Start	Finish
MSC competition	Matamata	05/11/2022	12/11/2022
Springfield Gliding Championships	Springfield	19/11/2022	26/11/2022
Northern Regionals	Taupo	19/11/2022	26/11/2022
South Island Regionals	Omarama	03/12/2022	10/12/2022
Auckland Soaring Championships	Drury	01/01/2023	07/01/2023
Multiclass Nationals	Omarama	20/01/2023	29/01/2023
Club class Nationals	Matamata	03/02/2023	12/02/2023
Central Districts Regionals	Waipukurau	18/02/2023	25/02/2023
Central Plateau Competition	Taupo	4/03/2023	11/03/2023
NZ Grand Prix	Matamata	19/03/2023	26/03/2023

Part B - SRC/GNZ Sanctioned Competition Venues and Date contest pilot vote outcome for 2023/2024 season: Survey question results

Do you prefer Schedule A or Schedule B?

Schedule A = 38.7%

Schedule B = 26.9%

Result: Schedule A

- Northern Regionals @ Matamata 18/11/2023 to 26/11/2023, followed by
- Multi class Nationals @ Centennial Park 20/01/2024 to 28/01/2024, followed by
- Club class Nationals @ Papawai 3/02/2024 to 11/02/2024
- Central Districts Regionals @ venue to be decided 17/02/2024 to 25/02/2024
- Grand Prix @ Matamata 2/03/2024 to 10/03/2024

Do you prefer Waipukurau/Dannevirke or Taumarunui ?

Waipukurau/Dannevirke = 32.6%

Taumarunui = 17.4%

Result: Waipukurau/Dannevirke (17/02/2024 to 25/02/2024)

Do you prefer Omarama or Nelson Lakes?

Omarama = 23.9%

Nelson Lakes = 19.6%

Result: Omarama (2/12/2023 to 9/12/2023)

As per GNZ website the resulting schedule for 2023/2024 is:

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=calendar>

Competition Venues and Dates 2023 -2024 Season			
Contest	Location	Start	Finish
Central Plateau Comp	Taupo	04/11/2023	12/11/2023
Springfield Gliding Championships	Springfield	18/11/2023	25/11/2023
Northern Regionals	Matamata	18/11/2023	25/11/2023
South Island Regionals	Omarama	02/12/2023	09/12/2023
Auckland Soaring Championships	Drury	06/01/2024	13/01/2024
Multiclass Nationals	Taupo	20/01/2024	28/01/2024
Club class nationals	Papawai	03/02/2024	11/02/2024
Central Districts Regionals	Waipukarau/Dannevirke	17/02/2024	24/02/2024
NZ Grand Prix	Matamata	2/03/2024	10/03/2024

The survey and the results were discussed and the final calendar presented. The relatively high number of “no preference” responses to each of the questions was noted.

The calendar was approved unanimously.

WWGC suggested amending the dates for the Club Class Nationals at Papawai to reduce the week-long gap between this contest and the CD Regionals in 2024 for pilots planning to attend both events. An informal vote recorded 7 in favour and none against this proposal. A response to be provided to SRC by WWGC as soon as practicable.

Item 11 – New Contest Management Guide

The new Contest Management Guide was presented. R. Henderson noted that it is intended to be a live document and would be updated as required. He offered to be the document editor.

T. van Dyk recommended that the effective date of the Guide be aligned with the GNZ Competition Rules (being the 10th day of the 10th month). This proposal met with agreement by the meeting.

Item 12 – General Business

SRC.

SRC proposals for consideration by the pilots meeting:

- a) Do pilots support a change of wording for "sanctioned" to become "mandated".

The opinion of the meeting was against this suggestion.

- b) Do pilots want the ‘GP’ competition to be a mandated competition (ie ‘SRC sets the rules and has influence on the location and timing as for other GNZ competitions)

Given the previous debate, the word “mandated” was accepted as being “sanctioned”. It was confirmed that SRC would not organize the GP, it would be treated in the same manner as a Nationals or Regionals. The need to set the dates for a GP two years in advance (as for the Nationals and Regionals) was questioned. The option of the GP being inserted in the suitable gap calendar for the following year (1 year in advance) was requested.

It was moved that the SRC include the GP in the GNZ Competition Rules as a sanctioned competition.

Moved: R. Gaddes **Seconded:** T. van Dyk CARRIED

Narromine World Gliding Championships – K. Morgan

It was commented that pilots should be applying for selection for as overseas entrants representing NZ 18 months prior to a scheduled Championships. For the

Narromine WGC only a few pilots were notified of the coming deadline for applications (which was in May 2022). It was noted that all pilots should be notified of the possibility of representing NZ and that SRC had a duty to ensure pilots were aware of the Championships and the process for applying for selection. This year only two pilots applied from the small group who were notified. The question then arises as to whether their selections are valid?

SRC were urged to ensure that all pilots are contacted regarding the Narromine pre-Worlds and Worlds urgently and to put a process in place to ensure this happens in the future.

The distribution of support funding from the Umbrella Trust to pilots representing NZ was questioned. Previously the pilots themselves had elected to distribute the funds evenly. This was felt to be unfair on those who invested heavily to earn the right to represent NZ by 'flying-in' to the team. K. Morgan noted that the trustees were now looking at funding success rather than providing equal funding to all selected pilots.

Competition Calendar – D. Moody

It was suggested that the competition calendar revert to the previous format where a specific competition was always held over a specified period (eg SI Regional 1st week of December) rather than having Clubs juggling bids and dates for competitions. With the dates for each sanctioned competition fixed in the calendar Clubs would only need to decide which competition to bid for. It was noted that the previous system had been overtaken by changing school and university holiday dates. D. Moody undertook to develop a template of competition dates for consideration.

Tow Planes – G. Harrison

The diminishing fleet and the age and condition of existing tow planes in NZ is a concern. The suggestion is that GNZ members / pilots crowd fund a "GNZ Towplane" that could be dedicated to competitions and available to assist when Club aircraft were out of action. It was suggested that a tricycle aircraft might be more flexible than a tail dragger; a number of tow pilots not being current or rated on tail draggers. The possibility of this aircraft being used at the Walsh and the possibility of funding through NZAF were discussed. G Harrison to investigate costs and options.

GNZ Turn Point Databases – M. Wardell

M. Wardell has been managing the North Island turn point libraries but believes it is now time for this to become an SRC function. SRC were therefore requested to take over the Turn Point files for the North Island and to establish a naming standard for the Turn Points. The South Island pilots indicated they would be interested in confirming to a national naming system. It was recommended that the Turn Point files be locked as at the 10th day of the 10th month (as per the Competition Rules) with the database being held on the GNZ website. The database should be a national file (to facilitate record and award flights) with sub-sets that covered each competition area.

Coaching – G. Robertson

Feedback was requested on any experiences with coaching flights. It was agreed that it was valuable to have pilots flying with experienced competition pilots in the high-performance two-seaters. It was noted that suitable northern hemisphere pilots would be more available during the NZ summer. National Coach M. Wardell undertook to be more active in this role.

General comments: exposure to cross country flying facilitates single seat flying and ownership; the coaching pipeline is important and SRC should promote this across clubs; there are three threads of dual experience (1) initiating low time pilots into cross country flying (2) elevating cross country pilots to competition flying and (3) preparing/ coaching competition pilots for world championships; the establishment of a 20m two-seater class in NZ competitions would assist development of points (2) and (3).

SRC Effectiveness – G. Harrison

It was observed that SRC had not been particularly visible during the past year and a plea was made for SRC to be more active and involved and to communicate routinely with the pilots. It was noted that communication could be achieved via the President's Newsletter

Closure:

The Chairman thanked everyone for their participation and closed the meeting at 11:04am