

ANNUAL REPORT 2024



Conference & AGM

8-9 June 2024

Heritage
Queenstown

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GLIDING NEW ZEALAND CONFERENCE PROGRAMME 2024

SATURDAY – 8 JUNE 2024

Time	Session	Chair/Presenter
09:30 – 10:30 am	Annual General Meeting	Steve Wallace
10:30 – 11:15 am	Regulatory Matters	Bob Henderson Max Stevens CJ McCaw
11:15 – 12:00 pm	Club Culture Q & A	Brian Sharpe Martyn Cook Gavin Wrigley
12:00 – 1:15 pm	Lunch	
1:15 – 2:00 pm	Crossing Cook Strait in wave & how to encourage more record & distance flights	Terry Delore
2:00 – 2:30 pm	Why chase FAI badges? OLC and WeGlide OO recruitment	Bruno Tagliapietra
2:30 – 3:00 pm	GTO – a multi-faceted online tool for clubs	Alan Walls
3:00 – 3:30 pm	Tea/coffee	
3:30 – 5:00 pm	“Round the Clubs” The 75 th Anniversary of GNZ’s incorporation is on 13 June 2025 – how should we celebrate it?	Steve Wallace
6:00 pm	Cash bar opens	
6:15 – 6:45 pm	Mk II Aurora – an aircraft with the performance of a rocket, currently test flying at Glentanner	Shane Glynn Dawn Aerospace
6:45 – 7:30 pm	Cocktail food will be served, during which the Annual Awards will be presented from 7:00 pm	
9:00 pm	Bar closes	

SUNDAY – 9 JUNE 2024

9:00 – 12:00 am	Contest Pilots’ meeting	Nick Oakley
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Saturday 8 June 2024 – 9:30 am

Agenda

1. Apologies
2. Matters Arising from minutes of the annual meeting 10 June 2023
3. Adoption of President's Annual Report
4. Adoption of financial statements for the year ended 31 March 2024
5. Umbrella Trust report
6. Adoption of Annual Reports of officers and committee chairs
7. Consideration of remit
8. Registration under the Incorporated Societies Act 2022
9. Fixing of entrance fees and subscriptions for 2024-2025
10. Approval of budget for 2024-2025
11. Annual Group memberships noted
12. Elections (nominees in brackets)

President

Executive Member (Amy Smith – nominated by OGC)

13. Appointment of Auditor (Ashton Wheelans)
14. General business
15. Date and venue of the next annual meeting
16. Closure

**Minutes of the Annual General Meeting Held at the James Cook Grand
Chancellor Hotel, Wellington
Saturday 10 June 2023, Commencing at 9:30am**

PRESENT:

Executive Committee: Steve Wallace (President - Chair), Laurie Kirkham (Treasurer), Max Stevens (Executive Officer), Nigel Davy (Vice President), Brian Sharpe, Amy Smith and Glyn Jackson (Committee).

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

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

APOLOGIES:

James Mitchell, Peter Fiske, Warwick Bethwaite, Doug Hamilton, John Scott, Derek Kraak, Tim Bromhead.

MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 25 JUNE 2022:

It was noted that the Executive had decided to fold the matter of liability of contest officials into work on the revision of the Contest Management Guide that was in progress at the time of the June 2022 meeting. Revision of the Contest Management guide was completed and published on the GNZ website on 1 November 2022.

The Executive decided that feasibility of the insurance scheme proposed in the Auckland GC remit was not favourable, given GNZ's experience of such a scheme for club liability cover.

The Auckland GC delegate reported no progress in forming a working a group to formulate a direction for development of a nationwide flight recording system. In discussion, it was suggested that each club could potentially set up an Application Programming Interface (API) to allow GNZ to access their data.

ADOPTION OF PRESIDENT'S ANNUAL REPORT:

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

ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2023:

The year resulted in a surplus of \$14,277. It was noted that the statements had been audited since circulation to members.

General Fund

The surplus for the General Fund was \$11,212, and the Fund had a balance of \$203,194 at year end.

Affiliation and Glider fees were increased last year from \$100 to \$120, which together with a slight increase in membership resulted in \$17k additional revenue.

The NZ glider fleet reduced by 3 to 354 gliders (including 43 deferred), however each year a few more gliders fees are unpaid for resigned members where the glider has not been flown. Fees for gliders that were flown throughout the year were pursued.

While the annual Sport NZ grant reduced to \$6k for 2022-24, an additional \$10k Integrity Investment grant was received in 2023.

Executive Travelling expenses increased due to more physical meetings, and a number of special meetings (CAA, TAIC, Coroner's Inquest). Other general increases were inflation related.

Promotions Fund

The surplus for the Promotions Fund was \$3,564, and the Fund had a balance of \$25,539 at year end.

Membership Development Committee expenses covered club visits, work on promotional and training material, and liaison with Sport NZ. Promotional Advertising covered flight/instructor training booklets, promotional material, and Kiwi Flyer magazine advertisements.

Instructors Fund

Last year the Operations Officers' Fund was transferred to the Instructors' Fund. The fund had income of \$1,000 from the NZAF Distribution, but there were no costs against the Fund last year, although plans for instructor training are progressing. The Fund had a balance of \$17,708 at year end.

Tasman Trophy Fund

The Fund contributed \$1,500 to Kieran Cassidy to assist with costs to compete in the Junior Tasman Trophy competition in Australia. The Fund had a balance of \$14,796 at year end.

On the motion of Matamata Soaring Centre, seconded by Piako, the accounts were **adopted**.

UMBRELLA TRUST REPORT

A report had been pre-circulated to all affiliates, officers and committee members, and had since been audited. The report was adopted on the motion of Omarama GC, seconded by Wellington & Wairarapa.

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 Clutha Valley, seconded by Auckland.

CONSIDERATION OF REMITS:

Executive Committee: *That the MOAP be amended to remove the 3-month affiliation fee for visiting foreign pilots, so that the standard affiliation fee applicable to local pilots becomes payable.*

Comment: The MOAP prescribes a \$60.00 (GST incl) fee payable in respect of visiting foreign pilots (VFP) wanting to fly as PiC in NZ for 3 months or less. VFPs staying for a longer period, or if wanting to instruct, must pay the normal full annual fee – currently \$120.00 (GST incl). There is also a special arrangement for VFPs operating under the supervision of a GNZ Commercial affiliate, whereby the fee is covered by the bulk affiliation fee paid by that affiliate. Currently, there are no Commercial affiliates.

The 3-month VFP fee has been \$60 since it was introduced in 2006, at which time the annual fee for a local flying member was \$87.75 (GST incl). The Executive now considers these legacy arrangements are unnecessarily complicated to administer and there is no intrinsic reason why VFPs should effectively receive a significant discount compared to local members.

The remit was seconded by Piako, put to the meeting, and **carried** unanimously on a show of hands.

FIXING OF ENTRANCE FEES & SUBSCRIPTIONS FOR 2023-2024:

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 recommended no changes for 2023-2024, leaving the entrance fees and subscriptions as follows:

1. Annual Subscriptions and Aircraft Levy:

(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 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.

When put to the vote, the fees were unanimously **approved** on a show of hands.

APPROVAL OF BUDGET FOR 2023-2024:

General Budget

Last year's budget forecast of a \$25k deficit was based on using past year's surpluses to cover special projects. However, the engineering workshops did not eventuate, and costs had not come through yet for the glider trailer dimensions exemption. Also, Sport NZ granted an additional \$10k over and above their usual \$6k grant funding, contributing to the \$11k surplus.

Subscription income was based on static membership and no fee increase.

Sport NZ grant funding is made up of the standing \$6k/annum, plus a one-off \$5k Covid Relief grant recently received, plus the \$10k Integrity Investment grant will be received again this year. \$6k of this funding has been transferred to Promotions to fund the Gliding Community Development initiative instigated by the Membership Development Manager.

Treasurer and Membership Register expenses increased to keep pace with inflation.

Work on the Queenstown and Taieri Pet airspace petition (budgeted over two years) has largely taken place in the 2023 year, with the balance budgeted for the 2024 year. This work would fulfill the expectations of the \$25k grant from NZAF received in the 2021 financial year.

The Pilot Training Review Panel \$3k allowance has been made to enable two physical meetings to take place during the year.

For Flight Instruction Tools a further 6 months' work by the NOO has been budgeted, and this expense is split under Operating and Grant expenditure.

Web Development is increased by \$1k this year to allow for server upgrades and improvements to the Flight Tracking System.

Promotions Budget

Income includes the transfer from Sport NZ grants to cover the Gliding Community Development initiative.

Any surplus is transferred to the Newsletter Reserve Fund to cover future newsletters.

Instructors Budget

Last year's \$10k budget for a National Instructor Training programme (ITP) anticipated CAA approval of the ITP would be given in time for presentations to clubs over the 2022 winter period. However, approval was not granted by CAA until late October, leaving few to no opportunities to fit in meaningful presentations of the new material to clubs. Formal presentations have now however begun, and while there has been significant activity in some regions to bring clubs up to speed with the new programme, there were no requests for funds.

The \$10k budget has therefore rolled over to the 2023/24 year, and the fund receives additional income from the NZAF Distribution.

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

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) and Amy Smith (Executive Committee) both had one year remaining of their two-year terms. Nigel Davy (Vice President) and Brian Sharpe (Executive Committee) had completed their two-year terms.

During the year, Glyn Jackson was appointed as an Executive Committee member to replace Tim Austen, who resigned. This appointment was made in accordance with GNZ constitutional Rule 18(a)(vii) and Glyn remains in office until the AGM.

Accordingly, nominations were invited to fill the three positions of President and two Executive Committee members.

Nominations have been received as follows:

Vice President	Nigel Davy	2-year term	Nominated by OGC	Seconded by CLV
Executive Member	Brian Sharpe	2-year term	Nominated by WLN	Seconded by GSC
Executive Member	Glyn Jackson	2-year term	Nominated by OSC	Seconded by CLV

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

APPOINTMENT OF AUDITOR:

On the motion of Taupo, seconded by Auckland Aviation Sports, the firm of Ashton Wheelans, Chartered Accountants of Wanaka, was **appointed** as auditor.

GENERAL BUSINESS:

Delegates were briefed on progress with the NZTA exemption for glider trailer dimensions. General discussion followed on some practical aspects of the proposed exemption.

2024 ANNUAL MEETING:

The Executive proposed that the next meeting should be held in Wellington on 8 June 2024.

The Chairman declared the meeting closed at 10:14 am.

Read and adopted as a true and correct record this 12th day of August 2023.



Chairman

PRESIDENT'S ANNUAL REPORT

This last year just gone felt like a good one. Mostly I think because the weather was so much better than the year before. Airfields open for longer meant more flying, more club activities and more successful competitions completed. Overall launches were up by 9%, with club dual and solo flights being up a whopping 19%. Competition entry numbers were up by 30% and FAI badges awarded up by 33%. Activity is good for our sport; it keeps pilot morale high and club finances healthy.

It is however of course not all polish and sunshine and there is, as always, plenty we need to be working on. Larger clubs are generally doing well but smaller clubs are mostly struggling and in some cases disappearing. Larger clubs need to find a way to help some of their smaller neighbours. Club visits to some of these unique locations and sharing of resources would no doubt help. Smaller clubs need to put up their hands earlier to find out what help may be available. Club committees if they aren't already should be discussing what are the threats and opportunities and what is their vision for the next ten years along with what is the strategic plan that will get them there.

From GNZ's perspective what we know is it is important to train our pilots all the way through to XCP as those that reach XCP will stay in the sport for 20 years or longer and those that don't attain XCP will only be in the sport for 5 – 7 years. To train to XCP we need instructors (and coaches), lots of them. To get more instructors we need more instructor trainers. Hence our recent focus has been on modernizing our pilot training and instructor training programme and increasing our pool of instructor trainers. To this end with the roll out of these updated programmes complete it is now pleasing to see the addition of 10 new A-Cat instructors into the system this season. To further help, if your club or region has suitable instructor candidates ready to be trained, GNZ has created a special fund that is offering a grant of \$1,000 per new C-Cat and \$500 per new B-Cat to go towards their training. This is on top of what may be granted from the GNZ instructors fund and from the Umbrella Trust. Engineers are next on the list. With a current pool of only 7 Class 2 Engineers in the country coming through to potentially become Class 3 or Class 4 we clearly have a fast-looming replacement problem that we will be addressing.

In terms of our three key pillars, how have we done this last year?

- 1. Safety** – Unfortunately once again this has not been a fatality free year with the recent tragic accident at Lake Station. Our long-term average of one fatality per year continues and seems difficult for us to correct. Our sport can be unforgiving of even small mistakes, and we must do better at being on our game 100% of the time. This includes keeping a close eye on each other and speaking up when you see something is not right. On a positive note, our Just Culture of using Ops 10's to report when things have gone wrong, be they minor or major, so others may be aware and learn from a near miss or incident, just keeps getting better and more normal for our members. 87 Ops 10's were submitted last year with the Ops team doing a great job in terms of providing useful insight and commentary into what happened, why it may of happened and what can be done to ensure it doesn't happen again in the future. Complacency remains a big issue and this can be seen in incidents that reveal pilots simply not doing the basic checks - 8 gear up landings, 5 canopy openings, 2 tail dollies still attached after take-off. We all must do better.
- 2. Membership** – A small decline in total flying membership was recorded for this last year and this of course is not what we want. The first couple of months of this year however have been very positive. The catch is, will this be enough to off-set the winter losses? On a ten year average our net losses have been reducing and it would be great to see this backwards trend stabilize and turn positive. This year however will not be easy and there

will no doubt be a number of our members feeling the economic pinch, so despite an environment of rising costs, GNZ's executive is proposing to the AGM no increases in fees this year. On a positive note with respect to our membership make-up, greater than one in four of our under 26 members is female and overall we are getting close to one in ten of our members being female. In this we are amongst the world leaders. Roughly 50/50 however is where we should be. Well done to the women in our sport that are currently breaking down the barriers. You are no doubt making entry into this wonderful sport of ours easier for those women that will follow in your footsteps.

3. Finance – GNZ's financial position remains healthy. We are in a good position to weather any storms, not be swayed by any unexpected costs and to fund worthwhile projects. In the general fund with the loss of the Sport NZ Grant we are budgeting for a reduced overall income this year and if Part 149 renewal costs pan out as allowed for, then this fund will see a small overall loss. Once again, oddly enough, we would prefer to see a larger loss, if it is due to the spending of funds, that have accumulated due to allowed for spending on training courses and other worthwhile projects that have not gone ahead in the past. While GNZ is prudent in its financial management and budgeting, it is not our intention or purpose to run large surpluses or accumulate large sums of money. Our preference is that projects allowed for in budgets do go ahead and the organisation as a whole benefits from these projects. The Exec welcomes for consideration any worthwhile initiatives that can be put to an AGM for spending approval by the membership.

Executive committee. The executive committee continues to function well and be representative of all members. The positions however are voluntary and are for fixed 2-year terms that the new constitution will place limits on with respect to the number of consecutive terms the positions can be held for. It is therefore imperative that when called for, clubs contribute nominees that can be voted onto the Exec at AGM's.

GNZ Committees and Officers. This year we welcomed onboard Jason Shields as our National Airworthiness Officer. Jason comes with a boot load of experience and will be invaluable in our next initiative to sustainably increase the numbers of GNZ engineers. Bruno Tagliapietra was also new this past year, taking on the role of Awards Officer with enthusiasm and a bunch of new initiatives. Reports are available in the annual booklet from most GNZ Committee Chairs and Office holders. These officers and committee members are all exceptionally talented and dedicated individuals who fulfill their roles to the highest of standards. We are very lucky to have such people and I would like to acknowledge and thank each of them for the invaluable contribution they make, helping to ensure GNZ is the high functioning organisation that it is.

Clubs, Committees, all 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 2024

Executive:

President	Steve Wallace
Vice President	Nigel Davy
Member	Brian Sharpe
Member	Amy Smith
Member	Glyn Jackson
Treasurer	Laurie Kirkham
Executive Officer	Max Stevens
Youth Glide representative	James Mitchell

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 Jason Shields

Awards Officer Bruno Tagliapietra

Central Register Mgr Laurie Kirkham

Webmaster Tim Bromhead

NZAF Delegate Bob Henderson

FAI Delegate Bob Henderson

**Membership Development
Manager** Brian Sharpe

Airspace:

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

Sailplane Racing:

Chairman	Nick Oakley
Member	Kieran Cassidy
Member	Ross Gaddes
Member	Rob Lyon
Member	John Robertson
Member	Mark Wilson

Coaching:

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

Team Selectors: Murray Wardell
Warren Dickinson
Tony Van Dyk

FTP Review Panel

Chairman	Bob Gray
Member	Warwick Bethwaite
Member	Mark Wilson
Member	Bruno Tagliapietra

FINANCIAL STATEMENTS

This year the financial report had an overhaul to comply with the new Incorporated Society standards. However, for this booklet we have only printed the most relevant extracts from the report, with the full Performance Report available on GNZ's website at <https://gliding.co.nz/annual-reports/>

The year resulted in a surplus of \$50,779.

General Fund

The surplus for the General Fund was \$33,032 and the Fund had a balance of \$251,022 at year end. The year end balance included the transfer of the Tasman Trophy Fund \$14,796 to the General Fund since the Tasman Trophy challenge hasn't taken place for years and is unlikely to be revived.

Although membership is down, Affiliation fees were up on last year due to visiting foreign pilots now paying full affiliation fees irrespective of their length of stay.

The NZ glider fleet reduced by 8 to 346 gliders (includes 38 deferred). 5 of the gliders removed from the register were already on the deferred list. There were also 3 gliders on the deferred list that changed ownership and should become active again.

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

While our annual Sport NZ grant reduced to \$6k for the 2022-24 round of funding, we did receive an additional \$10k Integrity Investment grant and \$5k Covid Relief grant last year. However, Sport NZ has undergone a refresh of their strategy and will not be renewing investment in Gliding NZ for the 2024-28 funding cycle.

Airspace expenses relate to Tim Hughes final work on the Queenstown and Taieri Pet airspace petition. Flight Instruction Tools is Martyn Cook's end of contract work on the new training material. The Operations team have been busy with club visits and presentations of the new training material, as well as club audits.

Promotions Fund

The surplus for Promotions was \$17,535, and the Fund had a balance of \$43,074 at balance date.

The main income is the Communications Levy. Last year the Promotions Fund also had \$6k income transferred from the Sport NZ grant for Community Development of which \$4,320 was spent on a review of GNZ's operational policy. A further \$5k was received from CAA to support a safety promotional campaign, but there was no expenditure related to this last financial year.

Instructors Fund

The surplus for Instructors was \$212, and the Fund had a balance of \$17,920 at year end.

The fund had income of \$2,500 from the NZAF Distribution, and less expenditure than expected as instructor training was largely funded by grants from the Umbrella Trust.

Laurie Kirkham, GNZ Treasurer

GLIDING NEW ZEALAND INCORPORATED
STATEMENT OF FINANCIAL PERFORMANCE
For the year ended 31 March 2024

<i>Total</i> 2023		Total 2024	Allocation of income items to internal funds								
			GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		
			2024	2023	2024	2023	2024	2023	2024	2023	
	INCOME										
	Affiliation Fees										
939	Commerical/Associate etc	939	939	939							
15,250	Communications Levy	15,582			15,582	15,250					
30,052	Gliders	30,783	30,783	30,052							
61,122	Members	60,600	60,600	61,122							
2,661	Youth Glide NZ	3,000	3,000	2,661							
110,024	Total Affiliation Fees	110,903	95,322	94,774	15,582	15,250	-	-	-	-	
3,000	Distribution from Aviation Federation	2,500		2,000			2,500	1,000			
1,705	Donations	1,917			1,917	1,705					
848	Engineers Fees	926	926	848							
5,152	Interest Received	13,048	12,640	5,096	408	56					
16,000	Sport NZ Grant	21,000	15,000	16,000	6,000						
-	Support Safety Promotional Campaign	5,000			5,000						
1,148	Surplus on Sales of Badges & Books	2,157	2,157	1,148							
\$137,877		\$157,451	\$126,045	\$119,866	\$28,907	\$17,011	\$2,500	\$1,000	-	-	

These financial statements are subject to audit

GLIDING NEW ZEALAND INCORPORATED
STATEMENT OF FINANCIAL PERFORMANCE
For the year ended 31 March 2024 (continued)

		Allocation of expense items to internal funds								
Total 2023		Total 2024	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy	
			2024	2023	2024	2023	2024	2023	2024	2023
	EXPENDITURE									
1,748	Auditing	1,875	1,875	1,748						
4,690	AGM Expenses	6,138	6,138	4,690						
8,201	Airspace Committee Expenses	2,880	2,880	8,201						
2,133	Airworthiness Committee	-		2,133						
608	Annual Report	969	969	608						
2,500	Awards Officer's Expenses	2,500	2,500	2,500						
2,161	Civil Aviation Charges	864	864	2,161						
75	Communications	75	75	75						
-	Community Development	4,320			4,320					
665	Concessions Granted to Youth	398	398	665						
9,227	Executive's Travelling Expenses	8,729	8,729	9,227						
32,286	Executive Officer's Remuneration	25,363	25,363	32,286						
2,296	FAI Affiliation Fees	2,734	2,734	2,296						
477	FAI Awards	248			248	477				
-	First Competition Award	278			278					
10,400	Flight Instruction Tools	5,200	5,200	10,400						
685	General Expenses	597	597	685						
1,045	Insurance	1,045	1,045	1,045						
9,237	Membership Development Committee	4,865			4,865	9,237				
4,300	National Membership Register	4,258	4,258	4,300						
2,000	NZAF Representation	-		2,000						
1,715	Operations Officers' Expenses	4,466	4,466	1,715						
3,733	Promotional Advertising	1,660			1,660	3,733				
-	Review Panel	805	805							
867	Subscriptions	693	693	867						
1,500	Tasman Trophy Expenses	-							-	1,500
-	Training Course Contributions	2,288					2,288			
12,696	Treasurer's Remuneration	13,685	13,685	12,696						
2,093	Website Development	3,140	3,140	2,093						
2,661	Youth Glide NZ Affiliation Fees	3,000	3,000	2,661						
3,600	Youth Soaring Development	3,600	3,600	3,600						
123,600		106,672	93,013	108,653	11,371	13,447	2,288	-	-	1,500
14,277	EXCESS/(DEFICIT) OF INCOME	50,779	33,032	11,212	17,535	3,564	212	1,000	-	(1,500)

These financial statements are subject to audit

GLIDING NEW ZEALAND INC

STATEMENT OF MOVEMENTS IN EQUITY

For the year ended 31 March 2024

Allocation of income and expense items to internal funds

Total 2023		Total 2024	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy		Operations Officers Fund	
			2024	2023	2024	2023	2024	2023	2024	2023	2024	2023
246,960	Opening Balance - 1 April 2023	261,237	203,194	191,982	25,539	21,975	17,708	5,608	14,796	16,296	-	11,100
-	Transfer Operations to Instructors F							11,100				(11,100)
14,277	Excess/(Deficit) of Income over expenditure for 2023/24	50,779	33,032	11,212	17,535	3,564	212	1,000	-	(1,500)	-	-
\$261,237	Closing Balance - 31 March 2024	\$312,017	\$236,226	\$203,194	\$43,074	\$25,539	\$17,920	\$17,708	\$14,796	\$14,796	-	-

STATEMENT OF FINANCIAL POSITION as at 31 March 2024

Total 2023		Total 2024
\$261,237	Accumulated Funds	\$312,017
	Represented by:	
	Current Assets	
78,151	BNZ - Current Accounts	70,172
198,320	BNZ - Short Term Deposits	254,325
1,386	Interest Accrued	2,964
1,554	Prepayments Travel & AGM	3,466
4,000	Sundry Debtors	3,844
8,035	Stocks of Badges, Books etc	6,685
291,447	Total Assets	341,456
	Less Current Liabilities	
28,710	Sundry Creditors	27,939
1,500	Sport NZ Prepayment (Note 2)	1,500
30,210	Total Liabilities	29,439
\$261,237	Net Assets	\$312,017

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

This Performance Report has been approved by the President for and on behalf of Gliding NZ

Steve Wallace
President

Date

These financial statements are subject to audit

STATEMENT OF CASH FLOWS		
For the year ended 31 March 2024		
	Actual	Budget
	2024	2024
Cash Flows from Operating		
<i>Cash was received from:</i>		
Donations, fundraising and other similar receipts	30,417	25,700
Fees, subscriptions and other receipts from members	110,946	110,300
Receipts from providing goods or services	2,157	1,200
Interest, dividends and other investment receipts	11,470	6,050
Net GST	2,761	-
	<u>157,751</u>	<u>143,250</u>
<i>Cash was applied to:</i>		
Payments to suppliers and employees	106,125	146,825
Donations or grants paid	3,600	3,600
	<u>109,725</u>	<u>150,425</u>
Net Cash Flows from Operating Activities	48,026	- 7,175
Cash Flows from Investing & Financing Activities	-	-
Net Increase/(Decrease) in Cash	48,026	- 7,175
Opening Cash & Bank Balances	276,471	
Closing Cash & Bank Balances	<u>324,497</u>	<u>- 7,175</u>
Represented by:		
BNZ General a/c	1,098	
BNZ Oncall a/c	13,005	
BNZ Rapid Saver	44,199	
BNZ Promotions A/c	11,871	
BNZTerm Deposits	254,325	
	<u>324,497</u>	
These Financial Statements are subject to audit		

GNZ UMBRELLA TRUST

Last year resulted in a surplus of \$65,786 before grants. This was up significantly on the previous year.

The Craig's investment portfolio now holds the bulk of the Umbrella Trust's funds. The Market value on 31 March 2024 was \$820,165. The portfolio is performing much better than last year and in the coming year we would expect to see returns improving in our cash deposits, loans to clubs and, potentially, a return to "normal" in the equities market.

Other than our working funds in BNZ, which are \$203,000, all the capital is now invested in the Craigs Portfolio. \$170,000 of these funds is earmarked for the Club Loan draw downs in the coming months.

Competition Levies Improved on last year with all competitions going ahead.

The trust's expenses are inclusive of GST as the entity isn't registered for GST. These were \$9,074 this financial year. Down \$3,000 on last year, this was mainly due to the handover training for the Secretarial and Treasurer role having been completed.

There was a surplus after Grants of \$50,770 up on last year's \$1,433.

Grants

Grants awarded were \$15,016. The Trustees were careful when allocating funds throughout last year due to the past couple of year's income being so low. 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. The total amount outstanding is \$172,060.,60.

Piako has uplifted \$80,000 of its new loan and will draw the remaining \$70,000 in May and June this year.

Wellington paid off its loan in full in June 2023.

Canterbury is yet to draw its new loan of \$100,000.00. This is likely to be drawn in June/July 2024.

Omarama Gliding Club has \$42,000 remaining on its loan.

The current interest rate is 6.75% set at the December AGM 2023. This was set at the OCR plus a margin of 2.5%. The rate will be reviewed at the Trustees' meeting tomorrow.

Jan Rae, Treasurer/Secretary GNZ Umbrella Trust

GLIDING NEW ZEALAND UMBRELLA TRUST

INCOME STATEMENT

For the year ended 31 March 2024

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)	
			2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023
	INCOME																	
795	Competition Levies	1,665									1,665	795						
9,466	Interest from Club Loans	7,105															7,105	9,466
8,009	Interest from Investment	11,521	1,365	914	2,221	1,470	668	442	442	299	794	528	555	398	692	458	4,785	3,499
5,617	Portfolio Income	54,569	6,465	641	10,521	1,031	3,162	310	2,092	209	3,762	370	2,629	279	3,276	322	22,662	2,454
23,886		74,861	7,830	1,556	12,742	2,501	3,830	752	2,534	508	6,221	1,694	3,184	677	3,968	780	34,552	15,419
	OUTGOINGS																	
1,607	Audit	1,734																
	Accounting & Secretarial																	
1,462	Accountancy	2,106																
3,287	Changeover	0																
1,035	Loans	1,500																
805	Grants	1,100																
4,083	Secretarial	1,754																
10,672		6,460																
51	Bank Fees	4																
335	Office - Software	407																
	Travel	470																
12,665		9,075	990	1,232	1,612	1,981	484	595	320	402	589	719	403	536	502	637	4,174	6,562
11,222	NET INCOME before Grants	65,786	6,840	324	11,130	521	3,345	157	2,213	106	5,632	974	2,782	141	3,466	143	30,377	8,857
9,789	Grants Awarded	15,016	0	1,482	6,791	0	3,586	0		855	2,889	1,120	4,187	1,500	2,000	250	145	
1,433	NET INCOME after Grants	50,770	6,840	(1,158)	4,339	521	(241)	157	2,213	(749)	2,743	(146)	2,782	(4,046)	1,966	(1,857)	30,127	8,712

GLIDING NEW ZEALAND UMBRELLA TRUST
STATEMENT OF MOVEMENTS IN EQUITY
For the year ended 31 March 2024

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)	
			2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023
1,151,453	Opening balance - 1 April 2023	1,154,987	123,482	124,640	200,941	200,420	60,395	60,239	39,961	40,710	71,843	71,990	50,220	54,266	62,576	62,432	545,467	536,755
2,000	Gifts Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000	0	0
1,153,453		1,154,987	123,482	124,640	200,941	200,420	60,395	60,239	39,961	40,710	71,843	71,990	50,220	54,266	62,576	64,432	545,467	536,755
23,886	Income	74,861	7,830	1,556	12,742	2,501	3,830	752	2,534	508	6,221	1,693	3,184	677	3,968	780	34,552	15,419
12,664	Less: Share of Expenses	9,075	969	1,232	1,577	1,981	474	595	314	402	576	719	394	536	491	637	4,280	6,562
9,789	Grants Awarded	15,016		1,482	6,791	0	3,586	0		855	2,889	1,120		4,187	1,500	2,000	250	145
1,433	Net Income after Grants	50,770	6,861	(1,158)	4,374	521	(230)	157	2,220	(749)	2,756	(146)	2,790	(4,046)	1,977	(1,857)	30,022	8,712
1,154,886	Closing balance - 31 March 2024	1,205,757	130,343	123,482	205,315	200,941	60,165	60,395	42,181	39,961	74,599	71,843	53,010	50,220	64,553	62,576	575,489	545,467

BALANCE SHEET as at 31 March 2024

Total		Total	
2023		2024	
1,154,887	Accumulated Funds	1,205,657	The allocation of these accumulated funds over the various trust funds is shown in the above Statement of Movements in Equity.
100	Capital	100	
\$1,154,987	Total Equity	\$1,205,757	
	Represented by:		
	Current Assets		
100	ANZ - Current Account	100	Signed on behalf of the Trustees
133,556	ANZ - Term Deposits		
200,538	BNZ - Current Accounts	213,452	
675,617	Craigs Portfolio	820,186	David Jensen Chairperson
-		-	
1,081	Accrued Interest	1,453	
	Sundry Debtors		
1,010,892		1,035,191	
	Long Term Assets		
61	Canterbury Gliding Club Loan	61	Trustee
52,000	Omarama Gliding Club Loan	42,000	
43,500	Wellington Gliding Club Loan		
50,000	Piako Club Loan	130,000	
145,561		172,061	
1,156,453	Total Assets	1,207,252	
	Liabilities		
1,466	Sundry Creditors	1,495	
\$1,154,987	Net Assets	\$1,205,757	

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>
2024	Net Income before Grants	74,861	7,830	12,742	3,830	2,534	6,221	3,184	3,968	34,552
	Income Available for Grants	37,430	3,915	6,371	1,915	1,267	3,110	1,592	1,984	17,276
	Plus Balance B/f 2023	16,223	(73)	6,268	3,193	53	4,795	778	1,209	0
	Less Grants Awarded	15,016		6,791	3,586		2,889		1,500	250
	Available for Grants - bal c/f	38,637	3,842	5,848	1,522	1,320	5,016	2,370	1,693	17,026

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Umbrella Trust – 2023-24

Chairperson David Jensen

Secretary/Treasurer Jan Rae

Trustees Clive Geddes
David Tillman
Karen Morgan
Steve Wallace

Loans Officer Tom Davies

GLIDING NEW ZEALAND UMBRELLA TRUST

Notes to the Financial Statements For the year ended 31 March 2024

STATEMENT OF ACCOUNTING POLICIES

Reporting Entity

Gliding New Zealand Umbrella Trust is a Trust under the Trustee Act 1956 and is a 'not for profit' entity (NFP). The financial statements are general purpose financial statements which have been prepared according to generally accepted accounting practices for a NFP entity.

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 2024.

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 and therefore the figures in the performance report include GST (if any).

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 of 31 March 2024.

RELATED PARTY TRANSACTIONS

Gliding NZ CEO Max Stevens and Trustee, David Tillman are members of Canterbury Gliding Club which has put in an application for a new loan of \$100,000 from the Rothmans/GNZ Loans Fund. Their previous loan has a nominal amount of \$60.60 remaining. It is anticipated that the new loan will be drawn down in May or June 2024.

Trustee Clive Geddes and Trustee Karen Morgan are members of Omarama Gliding Club. Jan Rae, Treasurer/Secretary of GNZUT is married to the current President of Omarama Gliding Club, Alex Boyes. The Omarama Gliding Club currently has a loan of \$42,000.00. Omarama Gliding Club also put in a request for a loan up to \$100,000 to purchase a training glider. This increase in their loan has not been uplifted in this financial year.

Trustee David Jensen is a member of Piako Gliding Club which has a loan to the Umbrella Trust of \$130,000.00. This will increase to \$200,000.00 when final payment is required for the new Tow Plane.

Gliding NZ Executive Amy Smith and Gliding NZ Youth Glide Representative James Mitchell are members of Youth Glide NZ which received a grant of \$1,500 for a Youth Soaring Development Camp in Omarama.

There were no other related party transactions for the year ended 31 March 2024.

INVESTMENTS

The funds invested in term deposits with ANZ came to term in October 2023 and were moved to a managed portfolio with Craigs Investment Partners.

LOANS APPROVED

A loan of \$150,000 to the Piako Gliding Club to assist with financing the purchase of a DG1001 was approved. This was on top of their outstanding loan of \$50,000. The current balance of the is \$130,000.00 with the remaining \$70,000 to be drawn in May and June 2024.

A loan of \$100,000.00 to Canterbury Gliding Club to assist with the financing of the purchase of a new DG1001S Glider. At closing of Year End March 2024 this Loan has not been drawn. The current balance owing is the nominal amount of \$60.60.

GRANTS AWARDED

The Umbrella Trust is supportive of Instructor training, and it acknowledges the importance of supporting new instructors and the upgrading of instructors from C-Cat to B's and A's, however, considering the poor returns on investments this year it was agreed that not all grants could be approved to their full value. All applicants should look at re-applying in the 2024-2025 year.

March 2024, Keith Essex and Marju Rossi – Entry Fee to 2024 WGC – Uvalde TX

\$2163 was awarded from the GNZ World Champ Fund, Pryde Trust and GNZ Roake Trust.

March 2024, Roger Read – YGNZ Development Camp – 13/21 January 2024

Granted \$1500 was granted from the Youth Glide Omarama Trust.

March 2024, Omarama Gliding Club – Instructor Training.

Granted \$500.00 from Pryde Trust and Rothmans Trust for the completion of B-Cat instructor training for Malcolm Wright.

December 2023, Wellington Wairarapa Gliding Club – Instructor Training Course

To subsidise the flying costs for two trainees for instructor training to C-Cat.

Upon completion they will be awarded \$2275, funded from the Pryde Trust and the Rothmans Trust.

September 2023, Oliver Read – Nelson Lakes Gliding Club & Omaka Gliding Club

Granted \$853.06 for reimbursement of costs to complete C-Cat Instructor training.

This was awarded from the Pryde Trust.

July 2023, Roger Read - YGNZ

Granted \$2000 for YGNZ for Instructor Training. It was agreed to fund this amount on completion of the training from the Youth Glide Omarama fund. One Student completed their training and \$1000.00 was paid in April 2024.

July 2023, Mike Strathern

For costs to attend the World Gliding Competition in Narromine, Australia. It was agreed to grant him \$10,000.00 with funds from the Roake Trust of \$6,268, GNZ World Champs Fund of \$3,272 and the balance of \$460.00 from the Pryde Trust.

MORE INFORMATION ON THE HISTORY & OBJECTIVES OF THE TRUSTS

The Umbrella Trust was established on 10 June 2012 to become the vehicle by which all the various gliding trusts that existed throughout NZ at the time could consolidate their investments into one trust. For more information, visit <https://gliding.co.nz/about/umbrella-trust/>

GNZ OFFICER & COMMITTEE ANNUAL REPORTS

Executive Officer

Analysis of Membership:

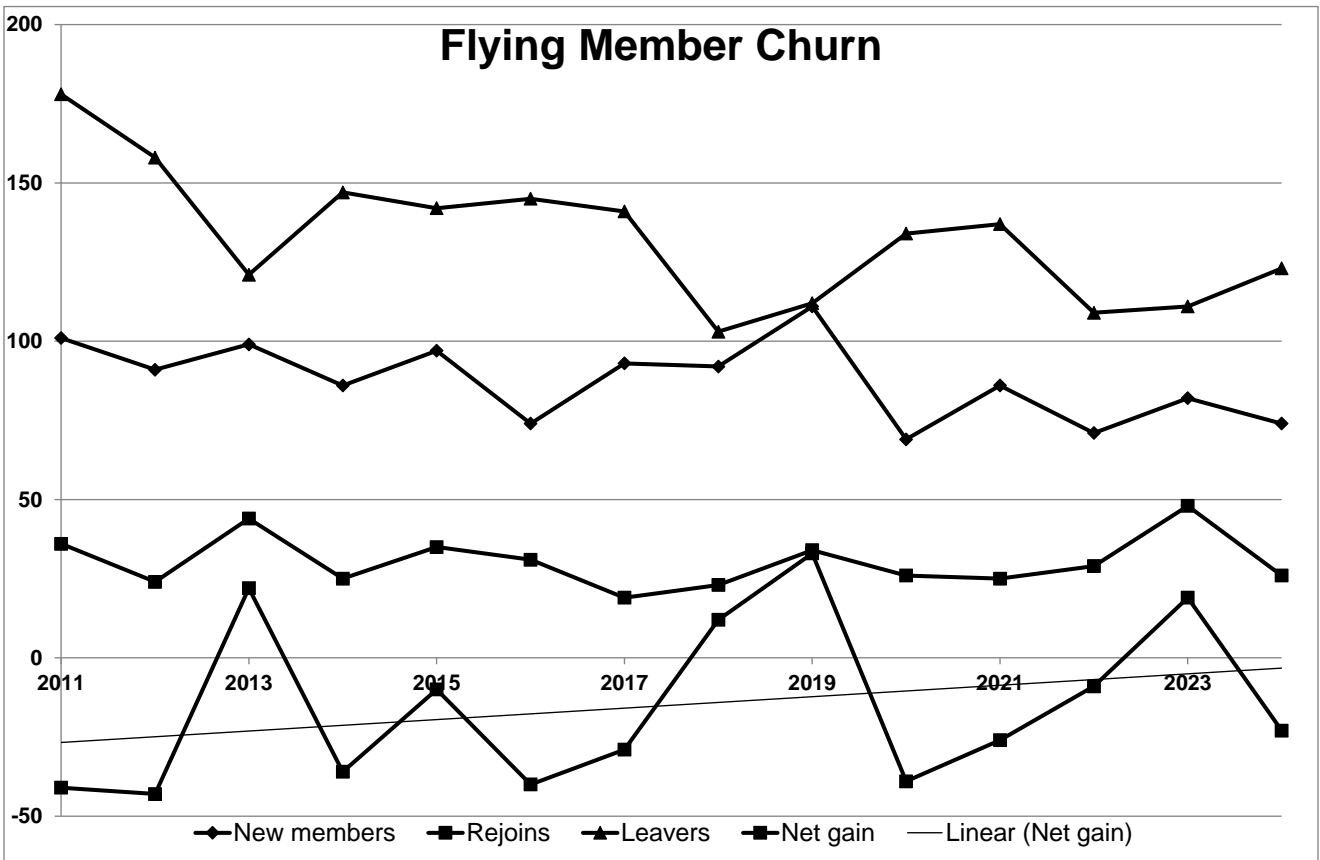
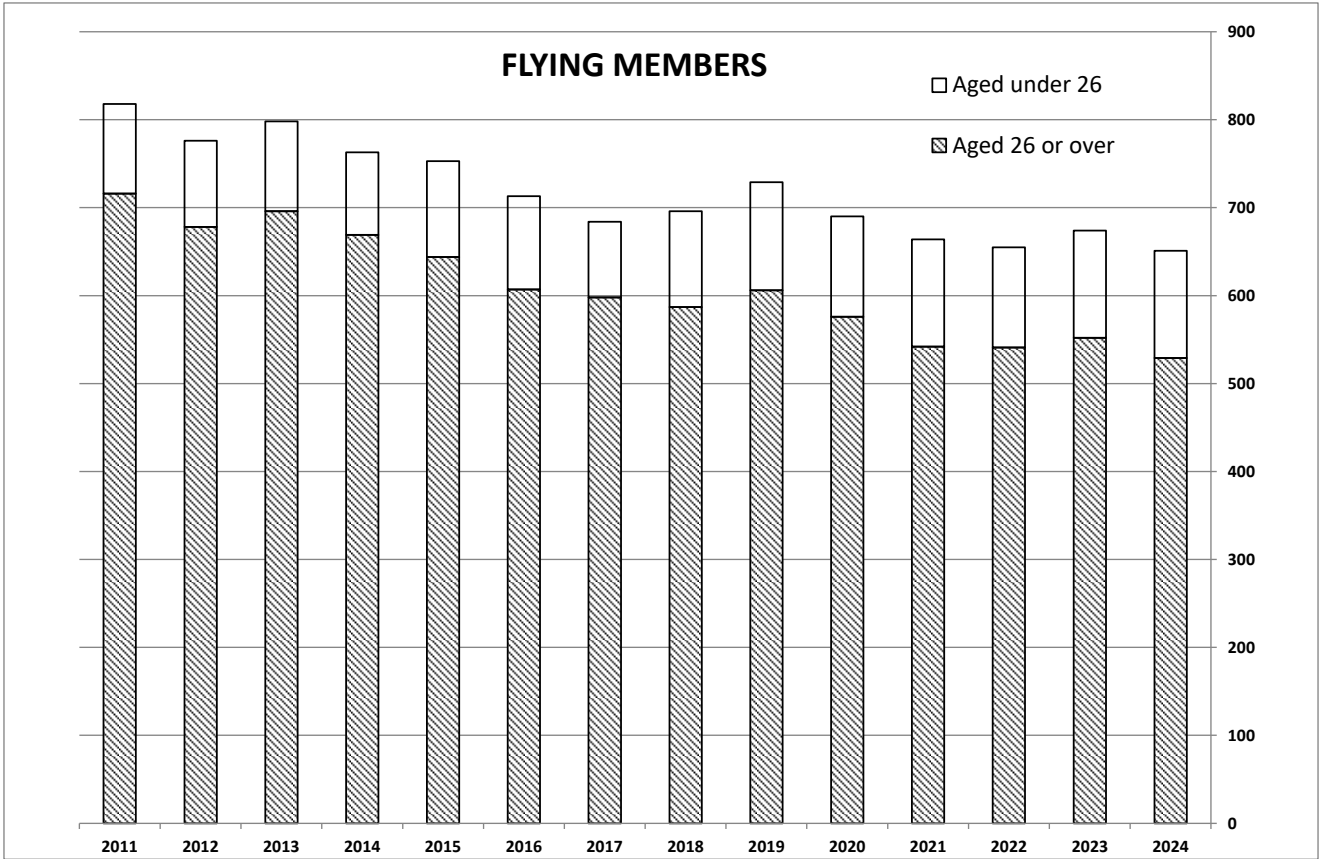
In 2023-24 we gained 100 new and re-joining members but lost 123 – a net loss of 23 flying members. Of the 100 new members, 26% were previous members rejoining (37% last year).

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 2023. Visiting foreign pilots and instructors are excluded.

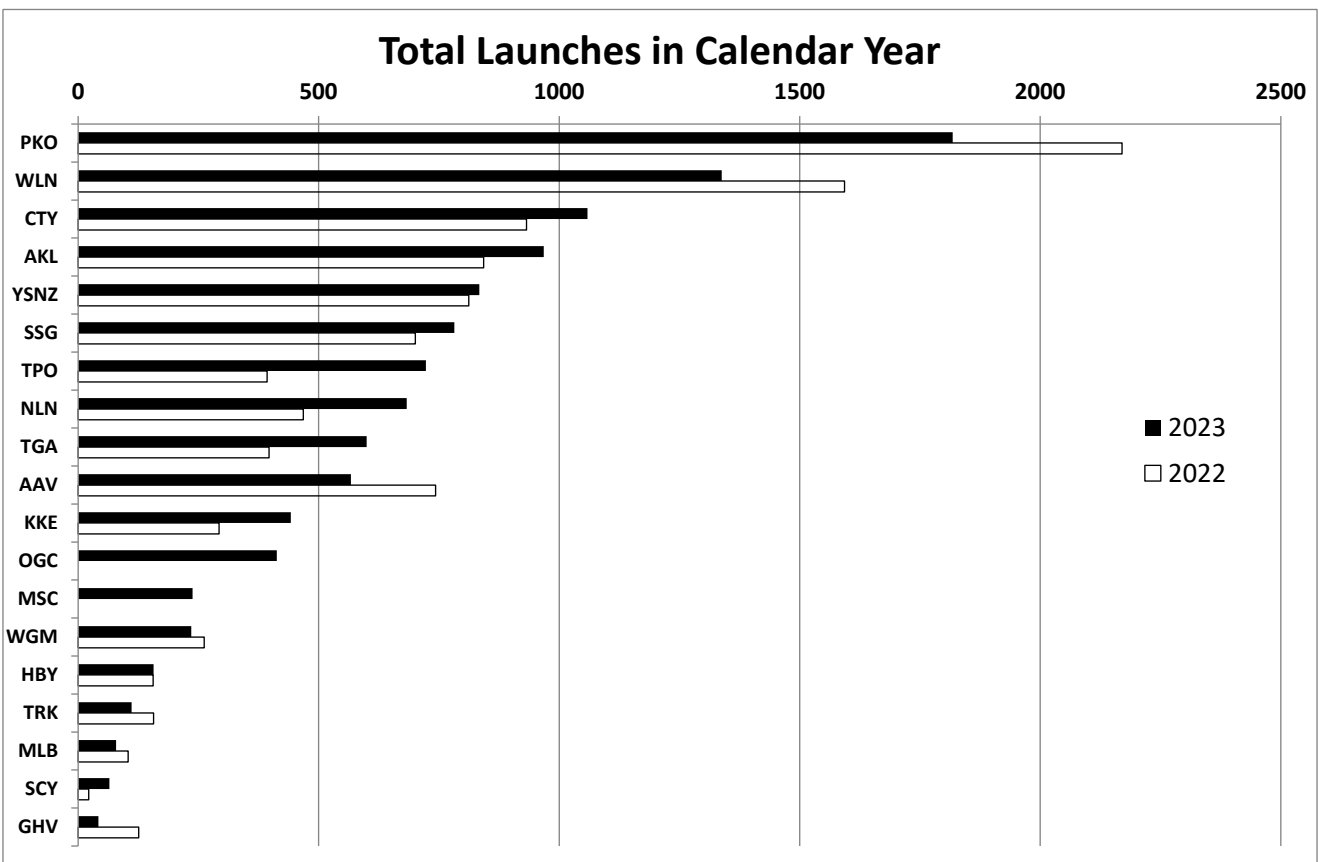
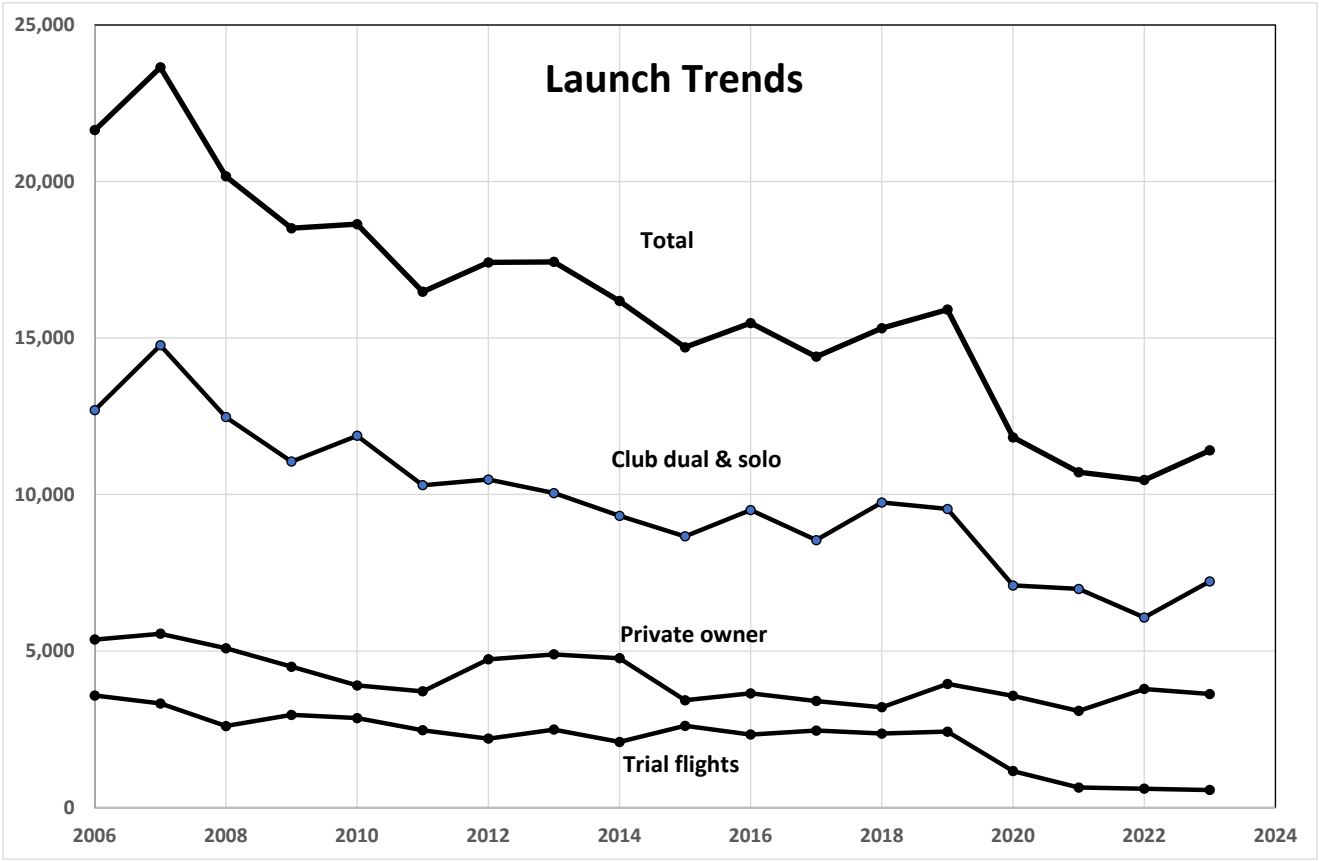
VFP excluded from all	2024	2023	2022	2021	2020	2019	2018
Flying 26 or over	529	552	541	542	576	606	587
Flying <26	122	122	114	122	114	123	109
Total flying members	651	674	655	664	690	729	696
% Flying <26	18.7%	18.1%	17.4%	18.4%	16.5%	16.9%	15.7%
Non-flying members	22	21	25	27	38	40	45
Total members	673	695	680	691	728	769	741
New flying 26 or over	34	42	38	42	37	61	44
New flying <26	40	40	33	44	32	50	48
Previous members rejoining flying	26	48	29	25	26	34	23
Resigned flying 26 or over	86	78	70	108	96	77	72
Resigned flying <26	37	33	39	29	38	35	31
Gain in flying members	-23	19	-9	-26	-39	33	12
Gain in flying members %	-3.4%	2.9%	-1.4%	-3.8%	-5.6%	4.7%	1.8%
Males flying	590	622	603	604	632	668	638
Females flying	61	52	52	60	58	61	58
Female flying %	9.4%	7.7%	7.9%	9.0%	8.4%	8.4%	8.3%
Flying <26 Female	33	24	24	29	23	25	26
% flying <26 Female	27.0%	19.7%	21.1%	23.8%	20.2%	20.3%	23.9%
50 years and over	416	426	407	406	444	446	444
Under 50 years	235	248	244	255	243	280	249
Average age flying	52.5	52.4	52.2	51.3	52.5	51.4	52.1
Average age of new members	32.5	33.7	34.1	32.7	35.5	34.2	34.6
Average age members leaving	44.7	46.5	41.7	49.4	44.3	43.3	44.9
Time in the sport (years)	10.8	11.6	7.9	10.1	9.6	7.4	9.6

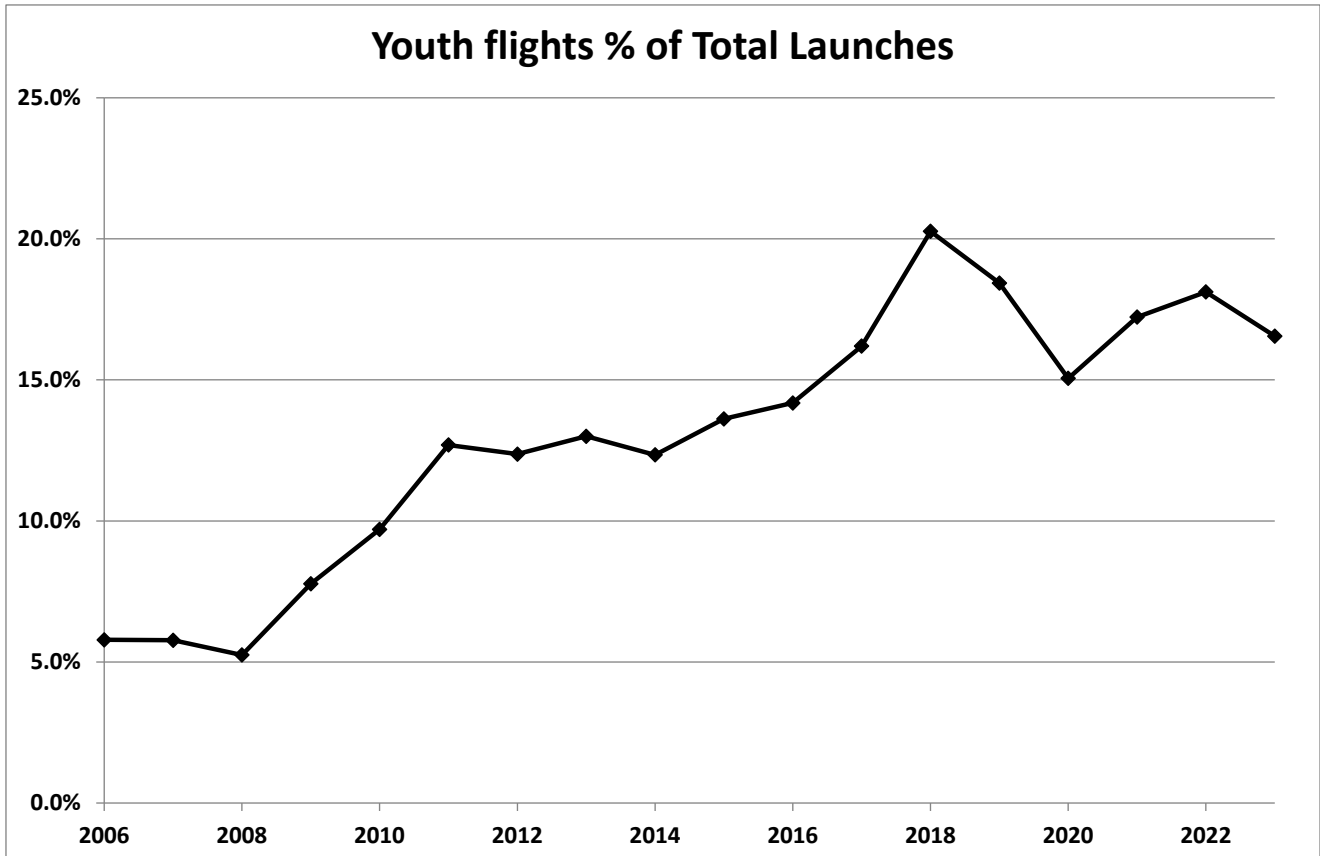
QGP/XCP: (Previous year)

- 55% of current flying members have attained either QGP or XCP (54%)
- 114 QGP holders are yet to convert to XCP (127)
- Of the 123 who left in the last FY, 27% had attained QGP or better (37%)
- Average time in sport of the 33 who left **with** QGP or XCP = **21.2** years (21.6)
- Average time in sport of the 90 who left **without** QGP or XCP = **7.0** years (5.7)



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





There were 11,408 launches in calendar 2023. Relative to calendar 2022, the variances were:

Club dual & solo	+ 19%
Trial flights	- 7%
Private owner	- 4%
Overall total	+ 9% (20% down on the average over the previous 10 years).

Progress with Safety Regulatory Matters:

Some matters of significant interest:

- The inquest phase of the Coroner's investigation into the fatal towing accident at Springfield in 2014 was completed in September 2022. The Coroner's recommendations were finalised just last month but remain confidential at this stage.
- GNZ's survey of glider trailer dimensions was initiated in late 2019. We subsequently engaged a technical consultant to analyse the overhang problem and formally petitioned NZTA for an exemption against the VDM rules in mid-2021. The consultant's progress has been extraordinarily slow, but we are now hopeful of a good outcome soon.
- The issue of Tow Ratings for Microlight pilots has lain dormant within the CAA for about five years but is now urgent with steadily increasing use of high-performance Microlights for glider towing, now about 40% of all tows in NZ. In January 2024, the CAA was invited to reignite its earlier commitment to a solution. With no substantive action forthcoming, a formal petition for exemption under the Act was therefore submitted in March 2024.
- The renewal process for GNZ's CAR Part 149 Certificate (expiring in August) is under way.

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. 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".

In the year to 13 April 2024 the Ops Team received 87 incident reports - an increase of 32% on the previous year. This should not be interpreted as glider pilots making more mistakes or errors of judgement. Rather, there is a clear shift towards "just culture" and a greater willingness to report incidents on the understanding that owning up (rather than attempting to deny or conceal) is a more useful and potentially life-saving response.

There was one fatal accident during the last year, and the circumstances behind this went against this trend. The single-seat glider was prone to ground loops due to having long wings which could droop close to the ground. The instructors at the club had decreed that if there were any more ground loops the pilot would be put back on dual for further practice. No-one likes to be threatened, so in this case the pilot chose not to report a ground loop after landing, and not request an abnormal load inspection of the glider. On the next winch launch one wing folded near the root and the glider dived to the ground. While the full accident investigation is still in progress it could reasonably be presumed that the last ground loop had been severe enough to weaken the glider structure.

Adults can behave in unpredictable ways. Sometimes a sympathetic and gentle approach is necessary when a pilot is seen to be taking an unacceptable risk. On the positive side I can report how one club CFI intervened successfully and managed to dissuade a fellow pilot from engaging in a dodgy pattern of flying. That erring pilot was finally persuaded that he wasn't being "picked on" but the CFI was warning him of the high level of risk to which he was exposing himself, and the pattern was broken.

There has been an increase in reported airspace incursions. Many are attributable to not having the navigation instrument correctly configured, or the airspace warnings not set up correctly, or the pilot not sufficiently familiar with how the instrument works. The same can be said for some Flarm installations. Increased functionality is no use if the pilot cannot correctly interpret the information displayed. We are privileged to be able to access and fly our gliders in controlled airspace, and to retain this privilege we all need to comply with the rules around its use.

Over the last year the updated instructor training program was introduced across our three regions. The first objective was to get A-Cat instructors up to speed with the program so they could train other younger instructors. I am pleased to report that 10 new A-Cat ratings have been added this year, bringing the current total to 28. Unfortunately, these new A-Cats were only added to eight of the eighteen clubs, and these were all larger clubs (as ranked by membership). This does not bode well for the smaller clubs - existing instructors and instructor trainers will age and retire with no-one left to continue their work.

As previously, I extend my sincere thanks and appreciation to the 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

Airworthiness

As I have only taken the position of the NAO January this year I don't have a lot of history to report on, however I will take this opportunity to raise a few topics I feel are worth thought and discussion.

As we are all aware the year started with an unfortunate event at Lake Station, there will be a number of factors that lead to the end result, the one which concerns me regarding Engineering is the lack of thought/priority the pilot considered after what appears to have been eventful landing the flight before the fatal launch.

Is this a sign of the lack of awareness Airworthiness/Engineering has with glider pilots in general?

Has Glider Engineering received the attention it deserves? With an almost, last item on the agenda view?

I have recently taken a bit more notice of the aircraft that have been within my sight over the last soaring season and I am somewhat saddened by the overall condition some of these aircraft appear to be in, they may be "serviceable" but is the standard acceptable?

There is a very wide range of aircraft age now, quite a few gliders more than fifty years old through to the latest gliders available, all requiring their own specific engineering requirements.

Wood and glue gliders, How old is too old? These gliders require at least a special level of care and attention to their maintenance. At which point should they be retired?

The latest and greatest are engineering marvels with so much tech included, most of these aircraft will have some type of sophisticated engine and electrical system installed along with serious instrumentation. Wear and tear is not generally a factor with the new, though they have a low tolerance for it, their engine and instrumentation issues can be very time consuming to maintain.

There is a wide range of aircraft in the middle - 10 to 45 years old, aircraft which require good routine maintenance, these are the aircraft which can fall into what I would call "it has always been that way syndrome". You will know of this. Yeah, its always been a bit sloppy, or yeah that canopy has never closed very well, or yeah that stick grip always comes loose.

So often it is the small thing which leads to the big thing, and the big thing is generally not a good thing. A couple of the "it's always been that way" items above are actual items from aircraft being recently flown in a "serviceable condition" by our youngest and most inexperienced pilots, could you imagine that "loose canopy" or "loose stick grip" coming free on aerotow?

My concern is that from what I have seen recently, there is this "it's always been that way attitude". Be it the pilots performing a DI or an Engineer performing an Inspection, little things are being overlooked, not noticed, or deferred again.

Has the act of carrying out a DI degraded to a "paper DI"? Pretty easy for us private owners to get into the habit of this.

It's also pretty easy for an Engineer to "defer" items until next year. Due to time pressure, working environments, not having the required tool/item at hand. Has an item already been deferred from last year's inspection or the year before that?

I guess this leads me to the questions.

How to raise the standard of maintenance in general and to remove the "it's always been like it syndrome"?

Is the Tech 22 Schedule up to the job of providing adequate coverage for such a wide range of aircraft? (It's been almost 20 years since I "retired" from being a commercial glider engineer, where I used the Tech 22 for 20 years, today it is almost identical.)

Do the old wood and glue aircraft require special attention to remain serviceable? Is looking at how the BGA / Australians maintain the Wooden aircraft something GNZ should do?

Is the current Annual Inspection routine adequate for ensuring maintenance is actually being done rather than a "paper" annuals occurring?

The Biannual Review of Airworthiness does not actually review the aircrafts condition, only the documentation, and in most cases is performed by the engineer who carried out the Annual Inspection.

Remember the 4 yearly terminating Airworthiness Certificate, when CAA would come and review the aircraft for reissue? I think something was lost when the certificates went non-terminating as the termination of the certificate provided a stop mark in the aircrafts condition and lead to more attention being applied to maintenance requirements before re issue of a new certificate.

What is the direction of the engineering scene in the future?

There is a thinning of Engineers throughout the country with several well-known engineers taking a less active role or dropping out completely, this will leave somewhat of a hole in the commercial area for maintenance options.

Currently there are only a couple of options for commercial glider operations available, with the rest of the country being serviced by club engineers or a few LAMEs.

Age is going to play a role in reducing the engineer numbers both commercially and within the club scene in the years to come.

There are a few "retired" engineers up and down the country, filling in some of the gaps. While this is a good use of their skills and experience it will have a limited time frame to it.

I believe that the facilities where engineering is carried out is critical to good practice and good outcomes.

It is near on impossible to carry out good maintenance out in a field or in a crowded hanger without good lighting, space, access to equipment and correct tools and supplies at hand. Out of the boot type of engineering is generally poor engineering.

Surprised to learn recently that Omarama with all its aircraft and activity does not have a dedicated workshop space, probably a factor is some of the issues I have recently been informed about.

As our Gliding movement moves forward maintenance requirements / personal / facilities need to be a factor considered more, and not left to its own devices as there will come a time where gliders engineers will be hard to find.

Good environments lead to good outcomes, good practice and good facilities leads to good outcomes, to some degree this is falling short.

Engineers Stats:

As of print there are the following.

7 class 2 Engineers - 3 South Island - 4 North Island

23 class 3 Engineers - 11 South Island - 12 North Island - 4 are LAME

14 class 4 Engineers - 7 South Island - 7 North Island - 6 are LAME

16 Engineers with IA-G or IA (LAME) qualifications

(37 engineers capable of Annual Inspections) even split between Islands, how many are not active I am not sure of, probably a few.

I expect there will be some reduction in these numbers as some will not renew this June.

Since 2015, 47 engineers have relinquished their ratings.

Jason Shields, National Airworthiness Officer

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:**

Nine Club audits have been completed during the past year. A number of auditors were used, and their knowledge and experience has provided valuable feedback and suggestions for the clubs and their operations. The ongoing emphasis is on assisting the clubs perform to a high standard and sharing learnings and knowledge to assist the club's operations, safety and quality of gliding. This assistance will be valuable to the smaller clubs that may be having difficulties in sustaining their operations. Thanks are due to the auditors for their professional work and assistance to the programme.

- **Instructors:**

A new Instructor Training program has been introduced with a suite of new documents and forms. The recent batch of new instructors and instructor upgrades all following the requirements and providing the required forms with sign off from their Instructors, CFI, Regional and National Operations Officers.

It is good to see many young new instructors and while they sometimes have close to the minimum hour requirements, the new training requirements are designed to ensure their high level of instruction competence.

Overall, I am happy with the Gliding New Zealand's systems and compliance by the clubs, their pilots and the operations team. Next year I will also consider the engineers and airworthiness in association with the new NAO.

Terry Jones, Quality Manager

Airspace

Although it's been a relatively quiet year for Airspace in terms of submissions there are a number of ongoing issues which we are looking at going into this season.

The temporary airspace areas available for activation during competitions around the Waikato area are working well. Again, we're grateful to Tim Bromhead and his excellent relationships with the Bay Area controllers to facilitate this. The next step is to try and eventually turn these into permanent GAAs - or better still - uncontrolled airspace.

We are also looking at the airspace east of Taupo. Controlled airspace there begins at 6500'. Given the relatively small number of commercial flights it is our intention to explore the possibility of raising that to 9500ft, where Class C airspace commences.

In the South Island we are still waiting for the comprehensive Airways and CAA review of Queenstown Airspace to happen. Once this commences, we expect to have significant input, especially around the GAAs to the east of Queenstown over the Nevis, and further north over the Maniatoto and Taieri Pet areas.

Of significance to us also is the current submission by the NZHGPA to establish GAAs up to 12500' covering an area from Lake Coleridge in the south to just north of the Nelson Lakes. Should this be successful the subsequent benefits to gliders operating in that area are obvious.

My closing remark in last year's report was the looming and potentially catastrophic establishment of a major airport at Tarras. In meeting with the people in charge of the feasibility project we were led to believe the likelihood of it going ahead was very high. It therefore came as somewhat of a surprise, albeit a welcome one, when any further development was suspended indefinitely. Whilst this is a huge relief for future operations out of Omarama, as long as the land is held by its current owners, we remain wary of the potential for this to escalate again at some point in the future. With this in mind we, (along with other interested parties) will be asking the Christchurch City Council what intentions they have for their property portfolio in Tarras.

We are now operating in an ADS-B airspace environment where the information presented to controllers is far superior than in the past. It should therefore follow that gliders requesting clearances through controlled airspace can expect a satisfactory outcome the majority of the time - unless there are "reasonable" grounds for a request to be denied. Should you feel that is not the case please let a member of the committee know so we can follow it up with Airways.

Finally. If you have any other issues concerning airspace, we want to hear about them!

CJ McCaw, Chairman Airspace Committee

Membership Development

Overview

Our overall Membership statistics for the year are once again positive.

Although the total flying membership - 651 - shows a net 3.4 % loss on the prior year the 10-year trend remains upwards, a positive achievement against strong competition from alternative aviation related activities.

Of particular note is the growing proportion of our female membership, this year registering 9%.

On the instructor front, 15 new or updated ratings have been issued. With 10 of these being upgrades to A-Cat our ability to grow our instructing capacity has been significantly increased. This may have been responsible for part of the 19 % increase in Club Training launch figures.

These overall numbers do however mask the worrying trend of smaller Clubs becoming smaller. Notably 8 of these Clubs registered no new instructors and no upgrades. With their survival under threat, it behoves the larger Clubs in their Regions to extend helping hands wherever possible.

Sport NZ Partnerships Investment

As has been well broadcast our new Government has Public Sector expenditure under close scrutiny with significant cuts occurring across the board. Sport NZ has been no exception and most regrettably neither have we, being one of 15 sports advised that there will be no funding provided during Sport NZ's 2024–2028 investment cycle.

The reasoning given was:

- Our strategic plan does not overtly prioritise tamariki and rangatahi
- Our participation data does not demonstrate significant impact on this population group
- There is only limited evidence of GNZ's ability to influence outcomes throughout its network from national to community levels.

At a potential \$10 - \$15,000 pa the monetary loss is significant but not terminal.

At the strategic level, and looking ahead, the nature of our sport precludes the tamariki group so we are hindered by definition, and rangatahi, although an important part of our membership, are not predominant. Leaving little we can do in either area to improve our investment profile.

There may, though, be merit in exploring the eligibility of Youth Glide being a Sport NZ partner in its own right.

Looking at GNZ's ability to influence outcomes throughout its network there is possibly room for development. A suggestion may be for GNZ to encourage Club's to have a specific Membership Development role on their committees.

Sport NZ Integrity Initiative

Last year we advised we would be conducting a preliminary review of those of our policies falling within the broader scope of Integrity and then working towards developing any 'missing' policies that support our strategic growth initiatives.

Consequent to this review we have examined and have had policies drafted in four areas:

- Youth related activities
- Information sharing and privacy
- Complaint Policy Procedure
- Diversity and Inclusion.

Of these we will be requiring Clubs working with Youth to have a Youth Policy in place.

The extent of the policy will depend on the level of the activities – eg the policy for dealing with youth members who attend regular Club gliding sessions is less comprehensive than that which will be required for Clubs managing Youth Camps where overnighting and transport are involved. We have asked Youth Glide to advise where more comprehensive polices might be required and to tailor our draft policy accordingly.

For Clubs who have Youth attending regular Club activities we will shortly be posting a model policy on the GNZ website.

At this point we are taking no action with the other policies on the list. Should any Club wish to access any of these policies, they will be supplied on request.

Promotion Activities

All has been fairly quiet on this front – apart from participating in the NZAF tent at Warbirds over Wanaka, little has visibly happened at the National level.

Behind the scenes however we have been exploring the possibilities of working with kindred aviation bodies to jointly promote recreational aviation activities. Facilitated by NZAF, initial approaches have been made to RAANZ and NZHGPA with both showing interest. CAA are also interested in this concept and have contributed both funds and an offer of assistance towards developing such a program. We hope to be reporting positive progress this time next year.

Brian Sharpe, Membership Development Manager

Awards

Claims: 40 Badges, and 1 NZ Record

During the past year, the Awards Officer has processed 23 claim forms, only 3 of which ended up in unsuccessful applications. This resulted in a total of 40 badges being recognised, and 1 NZ Record. An improvement from the previous year, but still well below the peaks of some past seasons. See the table below.

About the NZ Record: Murray Wardell beat his own “speed over a 100 km triangle” NZ record, 61.86 kph in the D13G category. It’s not lightning fast, but it’s a PW5: if you think you can do better, please have a go :-)

Official Observers, we need more

Following the latest modification to the FAI rules, the “Senior Official Observer” role is not required anymore. We currently have 81 Official Observers in the current membership role. It’s a relatively low number, and at least one club, if not more, has no Official Observers, so in the new year, it would probably make sense to run a recruiting campaign.

You don’t *necessarily* have to wait for the recruiting campaign: if you are interested in helping your mates progressing with their achievements in our beautiful sport, please express your interest by sending an informal email to awards@gliding.co.nz, and we’ll take it from there.

Air New Zealand Cross Country Championship

A total of 24 pilots qualified last year, 4 from the south and 20 from the north island. OLC results count for the Air New Zealand Cross Country Championship. To qualify your XCP (QGP) must not be older than ten years and you have not flown an FAI ratified gold distance. See “Air New Zealand XC Trophies - Gliding NZ” for more details.

GNZ Records Website Page

The NZ Records are now online in two different flavours:

- A searchable, filterable, mobile-friendly webpage (scan QR code to navigate it)



- A Google Sheet, where all NZ records are organised on a tabular view.

Both these artifacts are hosted on the usual “Records” web page on the GNZ Website: <https://gliding.co.nz/pilots/badges-records/new-zealand-records/>

Ensure you keep up to date:

When making an application, please ensure that you are using the latest form. The OPS 04 Forms can be downloaded from GNZ’s website. <https://gliding.co.nz/pilots/pilot-resources/operational-forms/>

Do not download the PDF files directly from the result of a Google search: chances are that Google will return an outdated version.

The same is true for the FAI rules: download them, periodically or when you need them, directly from the FAI IGC website page: <https://www.fai.org/igc-documents>

The rules are international, valid worldwide from the date they are published, and they change every year, to some extent. The “Sporting Code Section 3” is especially important to understand, before attempting badge flights. It could be a good idea to designate a “champion”, in each club, probably an OO, whose role is to keep up to date with it. Because of how the document is structured, a background in law, or math, could be helpful, but at the end of the day, it is just a fairly short document written in plain English: if I (non-native speaker) understand it, it shouldn’t be too hard to find someone in your club who can understand it well too.

Bruno Tagliapietra, Awards Officer

Statistics:	23-24	22-23	21-22	20-21	19-20	18-19	17-18	16-17	15-16
Official Observer appointments	0	0	4	6	8	1	11	4	6
Silver									
Silver Height	6	2	9	11	18	15	3	3	4
Silver Distance	7	7	6	13	12	12	2	2	6
GNZ 1 st Contest Award	7	7	6	5	8	6	3	0	5
Duration	6	1	10	15	9	8	3	4	3
Silver Badges	6	3	8	13	8	6	6	4	4
Gold									
Gold Height	1	2	5	6	8	2	1	4	9
Gold Distance	1	4	2	8	2	4	3	4	4
Gold Badges	1	2	1	6	1	1	3	4	5
Diamond									
Diamond Height	0	0	2	3	6	2	2	3	8
Diamond Goal	2	0	1	3	2	2	3	2	4
Diamond Distance	2	1	0	4	3	3	1	2	1
3 Diamond Badge	1	1	0	2	3	2	0	3	0
Diploma									
750 km Diploma	0	0	0	0	0	0	0	1	
1000 km Diploma	0	0	0	1	1	0	0	0	0
1250 km Diploma	0	0	0	0	1	0			
1500 km Diploma	0	0	0	1	1	0			
Records									
NZ Records	1	0	0	0	3	2	0	1	1
World Records	0	0	0	0	3	0	1	1	1

Central Register

It was disappointing to see last year's drop of membership, but pleasing to see Youth numbers are steady.

Database issues where a member is joined or resigned from the club but not GNZ, have now been resolved.

The new membership category 'Visiting Foreign Instructor' is being well used, and this has helped clarify trends of NZ based members.

Thank you to those who made the effort to leave a comment when members resigned. I've summarized the reason for resigning below, the average over the 'past 8 years' and 'last year'. Where 'Club Issues' are the reason for resigning, pilots generally rejoin down the track. Good to see less "no reason given" last year, thanks - while I get that sometimes you're as much in the dark as I am, any light you can shed on why a person resigned would be appreciated.

Past 8 Years	Last Year	Reason for Resignation
14%	17%	Unpaid Subs
14%	12%	Visiting Foreign Pilot/Instructor
9%	15%	Other Commitments (leisure, study, family, work)
6%	6%	Moved within NZ
4%	2%	Non-flying (Comms Only)
4%	5%	Moved Offshore
3%	8%	Club Issues
2%	2%	Medical
2%	2%	Deceased
1%	2%	Financial
1%	2%	Tow Pilot resigning
38%	26%	Other Reason/Ceased

Laurie Kirkham, Central Register Manager

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 on the 31st October prior to the meeting or part thereof with a maximum of five at General Meetings. Each Annual Group Member, Soaring Centre Member, and Commercial Member shall be entitled to one vote.

Affiliate Member	Members	Votes	Affiliate Member	Members	Votes
Auckland Aviation SC	31	2	Matamata Srng Centre	-	1
Auckland GC	72	3	Nelson Lakes GC	23	1
Canterbury GC	68	3	Omarama GC	95	4
ATCANZ	-	1	Omarama Srng Centre	-	1
Gliding HB & Waipuk	18	1	Piako GC	67	3
Gliding Hutt Valley	10	1	Rotorua GC	5	1
Gliding Manawatu	20	1	South Canterbury GC	14	1
Greytown Srng Centre	-	1	Taranaki GC	18	1
Kaikohe GC	16	1	Taupo GC	25	1
Marlborough GC	6	1	Tauranga GC	44	2
Masterton Srng Club	7	1	Wgtn & Wairarapa GC	77	4
			Total	616	36

Note: The membership numbers above are flying members on 31 October 2023. The total changed to 651 by 31 March 2024.

REMIT

GNZ Executive Committee: *That the MOAP be amended to remove the full-time study limitation on the affiliation fee waiver for members under the age of 26.*

Comment: At present, youth members qualify for a reduced GNZ affiliation fee if they are under 26 on 31 October and in full-time study. Full time study is to recognise that these members are not working and this reduction in affiliation cost helps to keep them in the gliding scene. However, it excludes other worthy candidates such as members who are unemployed or working part time on one or more lowly paid jobs. There are also members conceivably in part-time study and otherwise unemployed. There is also the position to consider of members who are in full-time study but who also have part time jobs. It overlooks the situation where a member’s status can vary through the year and measuring it on 31 October is arbitrary and requires someone to monitor each year the status of youth members as regards study and make judgements on the “full-time study” aspect. Given all the above factors, youth membership should apply to all those 25 years and under on 31 October irrespective of their study status.

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 no changes for 2024-2025. The fees would therefore be 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 2024-2025

General Budget

Last year's budget forecast a small deficit but actuals resulted in a \$33k surplus. This is due to extra income from interest, less work for our Executive Officer, nobody to fill the National Airworthiness position, glider trailer dimensions still ongoing with no costs received to date, and CAA costs, a fairly unknown quantity, coming in well under budget.

Budgeted subscription income is based on a fairly static membership and no fee increase.

Sport NZ grant funding of \$1,500 is made up of the 2024 prepayment.

This year GNZ has their CAA Part 149 renewal, and the related costs are reflected in the Executive Officer and CAA fees. CAA fees also includes an allowance for an exemption re microlight pilots for towing.

The Treasurer expense has increased to keep pace with inflation.

Although Sport NZ funding has dried up for now, GNZ want to incentivise training up Youth instructors with a grant of \$1,000 per new C-Cat and \$500 per new B-Cat, so based on last year's achievements, a total allowance of \$2,500 has been made.

Promotions Budget

While there is no grant funding income for the Promotions Fund, residual funds for Community Development and the unspent \$5k from CAA's support of a safety promotional campaign are included in expenses.

Any surplus is transferred to the Newsletter Reserve Fund to cover future newsletters.

Instructors Budget

The budget anticipates the income from the NZAF distribution will cover the travel costs for instructors supporting instructor training, while the Umbrella Trust supports attendees flying costs.

Laurie Kirkham, GNZ Treasurer

GLIDING NEW ZEALAND INC				
General Fund Budget 2024/25				
2023/24		2024/25		
<u>Budget</u>	<u>Actual</u>	<i>Subscriptions</i>	<u>Budget</u>	
900	939	Commercial/Associate etc	900	
15,000	15,582	Communications Levy	15,000	
30,000	30,783	Gliders	30,000	
61,000	60,600	Members	61,000	
2,600	3,000	Youth Glide	3,000	
109,500	110,903			109,900
<i>Less Allocations to/from Special Funds</i>				
(15,000)	(15,582)	Promotions - Tfr Communications Levy		(15,000)
0	0	Tasman Trophy Fund		0
94,500	95,322			94,900
<i>Operating</i>				
3,000	2,500	Distribution from NZAF	3,000	
800	926	Engineers Fees	800	
6,000	12,640	Interest	13,000	
1,200	2,157	Surplus - Sale of Badges & Books	2,000	
11,000	18,223	<i>Less Allocations to/from Special Funds</i>		18,800
-	3,000	Distribution from NZAF to Instructors Fund		(3,000)
8,000	15,723			15,800
<i>Grants & Sponsorship</i>				
21,000	21,000	Sport NZ Grant		1,500
<i>Less Allocations to/from Special Funds</i>				
(6,000)	(6,000)	Transfer to Promotions Fund		0
15,000	15,000			1,500
117,500	126,045	TOTAL INCOME		112,200
Less EXPENDITURE				
<i>Executive & Management</i>				
35,000	25,363	Administration - Executive Officer	35,000	
13,600	13,685	- Treasurer	14,000	
1,800	1,875	Auditing	2,100	
10,000	8,729	Travelling Expenses - Executive	10,000	
5,000	6,138	Annual Meeting - Expenses	6,500	
1,000	969	- Annual Report	1,200	
66,400	56,758			68,800
<i>Committees</i>				
4,600	2,880	Airspace Committee Expenses	500	
2,000	0	Airworthiness Committee Expenses	2,000	
3,000	4,466	Operations Officer Expenses	4,500	
4,600	4,258	National Membership - Register	4,600	
2,500	2,500	- Awards	2,500	
3,000	805	Review Panel	0	
19,700	14,908			14,100
<i>Representation</i>				
2,600	2,734	FAI Affiliation	2,800	
0	0	NZAF Meetings	0	
900	693	Subscriptions - NZAF, OSTIV, RNZAC	900	
3,500	3,427			3,700

		<i>Operating Expenses</i>		
5,000	864	CAA Charges	12,000	
75	75	Communications - Zoom Meetings	75	
2,800	2,800	Flight Instruction Tools	0	
1,200	597	General Expenses	1,200	
7,500	0	Glider Trailer Dimensions	7,500	
1,050	1,045	Insurance	1,300	
3,500	3,140	Website Development	3,500	
2,700	3,000	Youth Glide Affiliation Fees	3,000	
23,825	11,521			28,575
		<i>Sport NZ Grant Funding Expenditure</i>		
2,400	2,400	Flight Instruction Tools	0	
3,600	3,600	Youth Soaring Development	0	
6,000	6,000			0
		<i>Grants & Concessions</i>		
700	398	Youth Glide Fees under 26 and working	400	
0	0	Youth Soaring Development	2,500	
0	0			2,900
119,425	92,615	TOTAL EXPENDITURE		118,075
(1,925)	33,430	EXCESS INCOME OVER EXPENDITURE		(5,875)
		Promotions Fund Budget 2024/25		
2023/24		INCOME		2024/25
<u>Budget</u>	<u>Actual</u>			<u>Budget</u>
15,000	15,582	Communications Levy	15,000	
1,700	1,917	Donations	1,500	
50	408	Interest	400	
6,000	6,000	Transfer from Sport NZ Grant Funds	0	
0	5,000	Support Safety Promotional Campaign	0	
22,750	28,907			16,900
		Less EXPENDITURE		
400	248	FAI Awards	400	
400	278	First Competition Awards	400	
6,000	4,320	Gliding Community Development	1,680	
9,700	4,865	Membership Development Committee	5,000	
3,800	1,660	Promotional Advertising	2,000	
0	0	Safety Promotional Campaign	5,000	
20,300	11,371			14,480
2,450	17,535			2,420
		<i>Less Allocations to/from Special Funds</i>		
(2,450)	(17,535)	Transfer to Newsletter Reserve Fund		2,280
0	0	EXCESS INCOME OVER EXPENDITURE		4,700
		Instructors Fund Budget 2024/25		
2023/24				2024/25
<u>Budget</u>	<u>Actual</u>	INCOME		<u>Budget</u>
3,000	2,500	Transfer from Distribution from NZAF	3,000	
3,000	2,500			3,000
		Less EXPENDITURE		
10,000	2,288	Instructor Training		2,500
(7,000)	212	EXCESS INCOME OVER EXPENDITURE		500

CONTEST PILOTS' MEETING SUNDAY 9 JUNE 2024 9:00am

Agenda

Item 1 – Attendance List:

Item 2 - Apologies:

Item 3 – Chairmans Report:

Item 4 – Confirmation of incoming committee:

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

Current members:

Rob Lyon	1 year remaining
Nick Oakley	1 year remaining
Keiran Cassidy	1 year remaining
John Robertson	2 years remaining
Mark Wilson	2 years remaining
Ross Gaddes	2 years remaining.

Item 5 - Minutes of the Previous AGM Pilots Meeting:

The minutes of the previous AGM meeting held 11 June 2023 are published on the GNZ website: <https://gliding.co.nz/minutes-pilots-meetings/>

Item 6 – Minutes from Pilots Meetings at competitions:

The minutes from the Pilots Meetings held at the Regional and National contests during the year are published on the GNZ website: <https://gliding.co.nz/minutes-pilots-meetings/>

Item 7 – Matters Arising:

Item 8 – Remits:

- a) All contest launches shall be to a height and area (drop zone) designated by the Contest Director prior to the first launch of the particular Class. All tow aircraft and self-launch motor gliders shall follow a similar route to the drop zone.
- b) Launches shall be by aerotow, self-launching or winching. **Winching and aerotow may be used in conjunction with self-sustainer**, provided all means of propulsion is ceased within the designated drop zone.
- c) Where winching is used the attainable launch height must allow for safe and fair opportunities for all pilots in the class.
 - i. All contest winch launches must be over 1500' AGL and not deviate more than 500' from the designated drop zone height.
 - ii. Launches that fail to attain the minimum height shall be treated as an abandoned take-off.
 - iii. Launches that exceed the maximum height require the glider to descend to within 200' of the designated launch height within the drop zone prior to starting.

- iv. The winch launch release shall be to the up-wind edge of the same designated drop zone as used for other launch methods for that contest class.
 - v. Aerotow and self-launch methods must not follow a flight path that crosses overhead the vector used for winch launching, nor follow a take-off run that passes over winch cables.
- d) Where aerotow launching is not available, the contest director must provide notice at least 3 months prior to the first day of the contest.

Item 9 – Rules:

No rule changes are proposed.

Item 10 – Approval of SRC/GNZ Sanctioned Competition Venues and Dates for 2024/2025 season:

As per GNZ website:

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

Competition Venues and Dates 2024-2025 Season			
Contest	Location	Start	Finish
Northern Regionals	Matamata	23/11/2024	30/11/2024
South Island Regionals	Omarama	16/11/2024	23/11/2024
Multiclass Nationals	Omarama	2/01/2025	11/01/2025
Club class nationals	Taumarunui	18/01/2025	26/01/2025
Central Districts Regionals	Waipukurau	15/02/2025	22/02/2025
NZ Grand Prix	Matamata	1/03/2025	09/03/2025

Item 11 – Discussion of SRC/GNZ Sanctioned Competition Venues and Dates for 2025/2026 season:

As per GNZ website:

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

No bids have been received for the Club Class nationals.

Item 12 – Discussion topic – Canopy flashers

Canopy flashers are now being a criterion for IGC competitions with red and white being the only two colours - Is this something we should be looking at doing in NZ?

Item 13 – General Business

Closure:

Sailplane Racing Committee – Chairperson’s Report

Firstly, I would like to thank Glyn for the great work he has done as the Chairperson before I took over this year. Glyn has definitely been missed from the committee.

The SRC has been pretty quiet this past year, although we have been working on bringing some documents up to date.

Contest Summary: This season provided much better weather than the previous year for most competitions. This resulted in some contests getting most of the days available.

	23/24	22/23	21/22	20/21	19/20	18/19	17/18
Southern Regionals	15	12	19	22	10 8	30	29
Northern Regionals	20	Cancelled by weather	Cancelled by weather	25	23	15	25
Central Regionals	21	Cancelled by weather	35	45	30	21	20
Nationals	32	11	37	19	30	17	27
Club Class Nationals	8	20	Cancelled	18	See above	12	10
MSC comp		12		11			
Grand Prix	21	20	22	10	12	Not held	Not held
Springfield comp		15	22	23		11	19

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

IGC Rankings: This is the sixth year that New Zealand has participated 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. Ben Flewett
3. Brett Hunter
4. Steve Wallace
5. John Robertson

<http://igcrankings.fai.org/>

Rule changes: There were no significant rule changes for the 2023/2024 season, and we don’t anticipate there being any significant rule changes for the 2024/2025 season at this stage.

Next Year’s Focus: SRC’s focus will be to continue to work with clubs to get the best contest dates that work for as many people as possible, without clashing with other events. In addition, the SRC look to encourage clubs to provide other contest entertainment such as BBQ and other evening activities, as this has been a common point raised at pilot meetings over the past couple of years.

Good luck to competitors for the 24/25 season.

Nick Oakley, Chairperson Sailplane Racing Committee

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.

2023 recipient – Russell Thorne, Auckland

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

2023 recipient – Gavin Wrigley, Omarama

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.

2023 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

2023 recipient – Kieran Cassidy, Omarama

The following awards are made annually, based on particular performances:

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

*2023 recipients – North Island – Philip Rees, Piako
– South Island – Rob Kerr, 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.

*2022 recipients – North Island – David Johnson, Piako
– South Island – Keith Essex, 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.

2023 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
2022	Brian Sharpe	2022	Mike & Joan Marra
2023	Russell Thorne	2023	Gavin Wrigley

***Building a
Sustainable
Membership***

COMMUNICATE

COOPERATE

AVIATE