

ANNUAL REPORT 2025



AGM and Symposium

14 June 2025

Royal New Zealand Yacht Squadron
Auckland

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GLIDING NEW ZEALAND AGM & SYMPOSIUM PROGRAMME 2025

SATURDAY – 14 JUNE 2025

Time	Session	Chair/Presenter
9:30 – 10:00 am	Tea/coffee on arrival	
10:00 – 11:15 am	Annual General Meeting	Steve Wallace
11:15 – 11:30 am	Proposed GNZ member welfare policy	Amy Smith
11:30 – 12:00 pm	Improving the ADS-B receiver network	Tim Bromhead
12:00 – 1:15 pm	Lunch	
1:15 – 2:00 pm	Whio Glide	Philip Plane
2:00 – 2:15 pm	Using Task Pilot	Colin McGrath
2:15 – 2:45 pm	NZAF Projects - House of Science - Safety Education Programme	Bob Henderson
2:45 – 3:15 pm	Open forum on Ideas for the safety education programme	Bob Henderson with Ops Team
3:15 – 3:45 pm	Tea/coffee	
3:45 – 4:00 pm	General Business from the floor	Steve Wallace

SUNDAY – 15 JUNE 2025

10:00 – 12:00 am	Contest Pilots' meeting
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Saturday 14 June 2025 – 10:00 am
AGM Agenda

1. Apologies
2. Matters Arising from minutes of the annual meeting 8 June 2024
3. Adoption of President's Annual Report
4. Disclosure of conflicts of interest by Executive Members & Officers (if any)
5. Adoption of financial statements for the year ended 31 March 2025
6. Umbrella Trust report
7. Adoption of Annual Reports of officers and committee chairs
8. Consideration of remits (none received by the Rule 5.4 deadline)
9. Fixing of membership fees for 2025-2026
10. Approval of budget for 2025-2026
11. Annual Group memberships noted
12. Elections

President	(Nigel Davy – nominated by OGC)
Vice President	(Conal Edwards – nominated by WLN)
Executive Member 1	(John McCaw – nominated by CTY)
Executive Member 2	(Steve Wallace – nominated by MSC)
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 Heritage Hotel, Queenstown, Saturday 8 June 2024, 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, Gliding Hawkes Bay & Waipukurau, Matamata Soaring Centre, Nelson Lakes, Omarama Gliding Club, Omarama Soaring Centre, Piako, Taranaki, Taupo, Tauranga, and Wellington & Wairarapa.

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

APOLOGIES:

Peter Fiske, Ralph Gore, Mike Strathern, John Scott, Ian Wood, Gavin Wrigley, Tim Bromhead.

MATTERS ARISING FROM MINUTES OF THE ANNUAL MEETING 25 JUNE 2023:

Nil.

ADOPTION OF PRESIDENT'S ANNUAL REPORT:

On the motion of Piako, seconded by Wellington & Wairarapa, the report was **adopted**.

ADOPTION OF FINANCIAL STATEMENTS FOR YEAR ENDED 31 MARCH 2024:

The year resulted in a surplus of \$50,779. It was noted that the statements had been audited since circulation to members.

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 was 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 the annual Sport NZ grant reduced to \$6k for the 2022-24 round of funding, an additional \$10k Integrity Investment grant and \$5k Covid Relief grant were received 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 related to Tim Hughes' final work on the Queenstown and Taieri Pet airspace petition. Flight Instruction Tools was 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 was 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.

On the motion of Wellington & Wairarapa, seconded by Hawkes Bay, 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 Tauranga, seconded by Auckland.

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 Omarama, seconded by Canterbury.

CONSIDERATION OF REMIT:

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.

On the motion of Wellington & Wairarapa, seconded by Tauranga, the remit was **adopted** unanimously by a show of hands.

REGISTRATION UNDER THE INCORPORATED SOCIETIES ACT 2022:

Motion 1: The Executive moved that GNZ should proceed with registration under the 2022 Act with effect 1 April 2025. (Seconder not required for Exec motions - Ref Rule 23.)

Adopted unanimously by a show of hands.

Motion 2: The Executive moved that the Constitution as drafted be approved, which draft having been circulated electronically to the members approximately 3 weeks prior to the AGM. **Adopted** unanimously by 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 2024-2025, 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 2024-2025:

General Budget

Last year's budget forecast a small deficit, but actuals resulted in a \$33k surplus. This was 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, an unknown quantity, coming in well under budget.

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

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

This year GNZ has a CAA Part 149 renewal, and the related costs are reflected in the Executive Officer and CAA fees. CAA fees also include 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, the GNZ Executive wants 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 will be 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.

On the motion of Auckland Aviation Sports, seconded by Wellington Wairarapa, the budget was **approved** on a show of hands.

ANNUAL GROUP MEMBERSHIP:

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

ELECTIONS TO EXECUTIVE COMMITTEE:

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

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

One nomination was received as follows:

Executive Member Amy Smith 2-year term Nominated by OSC Seconded by PKO

As no nomination was forthcoming for the position of President, constitutional Rule 18 applied, in accordance with which Steve Wallace agreed to remain in office until 1st April 2025 and as Immediate Past President thereafter. This left the Executive to manage the situation in terms of Rule 18 prior to the 2025 AGM. Discussion took place on the desirability for the larger clubs making a more conscious effort to provide nominations for Executive positions.

With acclamation, Amy Smith was declared elected for the specified term and Steve Wallace's agreement to remain in office pro tem was accepted.

APPOINTMENT OF AUDITOR:

On the motion of Wellington Wairarapa, seconded by Taranaki, the firm of Ashton Wheelans, Chartered Accountants of Wanaka, was **appointed** as auditor.

GENERAL BUSINESS:

Nil.

2025 ANNUAL MEETING:

The Executive proposed that the next meeting should be held in Wellington, Auckland or Christchurch on either the 7th or 14th of 8 June 2025.

The Chairman declared the meeting closed at 10:51 am.

Read and adopted as a true and correct record this 27th day of July 2024.



Chairman

PRESIDENT'S ANNUAL REPORT

Another good year this year, to mark the 75th anniversary of GNZ's incorporation, where in general things have been on the improve. Despite some volatile swings, membership numbers are slightly up with a good surge in new members. Flying numbers (total launches) are also up for the second year in a row from 2022 which was an all-time low point. A trend remains where our larger clubs are doing well and our smaller clubs are struggling, with some smaller clubs disappearing and their remaining (and future) members being consolidated into the larger clubs. Big clubs in each major region seems to be where we are headed. A change from the past where every region had their own small to medium sized club.

For the first time in a long time, I'm excited to be able to report, we have a new club! Using what may be a model for the future, of a club within a club, The Otago University Gliding Club, operating under the auspices of the Omarama Gliding Club, took to the air. This was thanks to the initiative of GNZ executive member Amy Smith.

The competition scene remains healthy with entry numbers into GNZ sanctioned competitions up again by 33% on the year before. Plenty of choice is available for pilots in terms of sanctioned and non-sanctioned competitions in a full variety of dates, lengths, locations and formats. There really is something for everybody and the biggest challenge for the SRC is sorting a calendar that works for those few that try and attend everything! Competitions remain the single most efficient way to learn effective cross country flying skills so we need to continue to do all we can to make it easy and appealing for more of our new cross-country pilots to enter competitions.

It is pleasing to see our focus on securing our future with sufficient instructors is paying off. Last year we added 10 new A-Cat instructors. This year we added a further 5 more A-Cats, plus 6 new B-Cats, 12 new C-Cats and increased privileges (typically adding winch or self-launch ratings) for another 6 instructors. GNZ has now transferred all instructor funds to the Umbrella Trust. With plenty of money available it should not cost clubs or instructor trainees any money to train or upgrade if they apply to the UT.

The future with respect to enough gliding engineers remains a concern and the executive is looking closely at what can be done to improve the numbers.

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

- 1. Safety** – Once again I am saddened to have to report that we have not had a fatality free year with the tragic loss of one of our pilots just two months ago. Since our very first fatal accident in 1961, 64 years ago, we have lost 49 pilots, one student and one passenger to accidents in New Zealand. An average of not quite one a year but close enough. While causes are many and varied with no clear trends; turns while **too low** and **too slow** are the biggest common factor, playing a part in over half of these accidents. Often these are made by experienced pilots who should know better. These accidents occur in the take-off and landing phases, or while soaring at low level, close to terrain. It seems our pilots certainly need to be more vigilant and precise when it comes to flying a safe speed near the ground. Our Ops team continue to do an excellent job in analysing and reporting on our accidents and incidents. Having worked hard to successfully create an outstanding incident reporting culture, all our members now benefit from being able to learn from the regular reports that the Ops team circulate.
- 2. Membership** – We seem to be past the bottom of a short-term cycle that saw our numbers dropping during the covid and post covid period of economic pain. Like the economy, we seem to be slowly climbing out of the bottom of this cycle with our

numbers getting back towards what they were in 2020. What we don't know is if we are at the bottom of the long-term cycle which has seen membership numbers decreasing since gliding was at its peak back in the 60's and 70's. Globally and therefore also in NZ, gliding is certainly continuing to adapt, evolve and improve. The never-ending quest for higher performance gliding continues. With the adoption of new engine technologies and digital systems both inside and outside of the cockpit this evolution seems to be speeding up. Flight performances and the visualization of these (post flight and live) just keeps getting better. Combine this with the fact that the challenges and magic of unpowered soaring flight never gets old, I foresee a demand that will never end. With a challenge as beautiful and rewarding as the one our sport offers, people will always find a way. Just what this way is and what the numbers will be is the hard bit to foretell.

3. **Finance** – GNZ's financial position remains steady. We did make a larger than budgeted for loss in the general fund due to slightly lower than expected income and higher than expected costs. In particular, GNZ costs incurred by the CAA Part 149 Certificate renewal process that required significant time and travel by GNZ officers to meet CAA's around the country auditing demands. Last year, despite the loss of Sport NZ funding and a highly inflationary economy the Executive chose not to increase GNZ membership and glider fees. We felt we could afford a loss, and we did not want to add any extra pressure to those members whose budgets were already being stressed by rapidly rising prices. Obviously continued losses are not sustainable so this year's budget, that will be put to the membership for approval at the AGM, will include a \$5 increase to member and glider levies.

Executive committee. This year four of the five Executive committee positions expire, including my time as President, which has well and truly expired. It is not healthy for a large organization like GNZ to continually rely on the same people. Fresh faces and fresh ideas breathe new life. Terms on the Executive are voluntary and are for two years only, with our new constitution ensuring nobody can serve more than three consecutive terms. It is therefore important that when asked each year, clubs contribute and put forward suitable candidates for nomination. I'd like to thank the outgoing Executive members for their contributions; it has been a pleasure working with such a talented and enjoyable group.

GNZ Committees and Officers. A steady year for GNZ Committee and Office holders with Jason Shields settling in nicely to his role as NAO and Bruno Tagliapietra doing a great job in his new role as the Awards Officer. A huge thank you to Wal Bethwaite who has stepped down this year after doing an outstanding job as the Southern ROO. His replacement Craig Clapham has some big shoes to fill but Wal will still be around to help as needed and Craig already seems to have slotted nicely into the role. Our long time Treasurer, Laurie Kirkham has given a year's notice so this is a spot that will need to be filled, although it seems an excellent candidate has already stepped up. As a sport we are very lucky indeed to have such talented people to fulfill these roles.

Clubs, Committees, all Members

As always, a big thank you to all those clubs, committees, members and helpers that make possible all the wonderful achievements that have occurred in abundance this year. Solos, X-Country flights, outlandings, retrieves, camps, comps, events and social occasions that make our clubs places where people feel they belong.

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

Steve Wallace, President

OFFICE HOLDERS & COMMITTEES 31 March 2025

Executive:

President	Steve Wallace
Vice President	Nigel Davy
Member	Brian Sharpe
Member	Amy Smith
Member	Glyn Jackson
Member	Gerard Robertson
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

Following is an extract from the annual Performance Report, with the full report available on the GNZ website.

The year resulted in a deficit of \$10,538.

General Fund

The deficit for the General Fund was \$9,609 and the Fund had a balance of \$226,617 at year end.

Although membership was up at year end, affiliation fees collected were down as the membership increase is largely due to Youth joins, who don't pay GNZ affiliation fees, also more joins in the last two months of the year attracting part-year fees. Youth Glide fees collected were paid to Youth Glide as seen in expenses.

The \$1,500 Sport NZ Grant is the prepayment bought forward from the previous year and represents the last of the grant monies expected for the foreseeable future.

The other big impact on financials was the cost of our Part 149 renewal, which, along with CAA charges, attracted extra hours for the Executive Officer, and extra travel costs for GNZ officers. The total cost of the audit to GNZ was \$17k.

Treasurer and Audit expenses were up due updating the year end financials to comply with the new Incorporated Societies standards.

Airworthiness increased with the appointment of Jason Shields as NAO (previously vacant).

Concessions Granted to Youth ceased following the AGM 2024 remit to remove the full-time study limitation on the affiliation fee waiver for members under the age of 26.

General Expenses included counselling for Nelson members following the winching fatality.

Sailplane Racing Committee expense was the Chairman AGM travel costs.

With the cessation of Sport NZ funding, the annual Youth Soaring Development grant also ceased.

Promotions Fund

The deficit for Promotions was \$929, and the Fund had a balance of \$42,145 at balance date.

The main income is the Communications Levy, also Donations and Interest. \$15k was paid to McCaw Media (Jill McCaw) for work on the GNZ History Book.

Umbrella Trust Gifting

The Tasman Trophy Fund \$14,796 and the Instructors Fund \$17,920 were gifted to the Umbrella Trust in February 2025 with their purpose being to support instructor and engineering training.

Laurie Kirkham, GNZ Treasurer

GLIDING NEW ZEALAND INCORPORATED
STATEMENT OF FINANCIAL PERFORMANCE
For the year ended 31 March 2025

			Allocation of income items to internal funds							
<i>Total 2024</i>		Total 2025	GNZ		Promotional Fund		Instructors Fund		Tasman Trophy	
			General Funds							
			2025	2024	2025	2024	2025	2024	2025	2024
	INCOME									
	Affiliation Fees									
939	Commerical/Associate etc	939	939	939						
15,582	Communications Levy	14,962			14,962	15,582				
30,783	Gliders	30,052	30,052	30,783						
60,600	Members	55,375	55,375	60,600						
3,000	Youth Glide NZ	3,463	3,463	3,000						
110,903	Total Affiliation Fees	104,791	89,829	95,322	14,962	15,582				
2,500	Distribution from Aviation Federation	3,000	3,000					2,500		
1,917	Donations	1,560			1,560	1,917				
926	Engineers Fees	630	630	926						
13,048	Interest Received	13,204	12,452	12,640	752	408				
21,000	Sport NZ Grant	1,500	1,500	15,000		6,000				
5,000	Support Safety Promotional Campaign	-				5,000				
2,157	Surplus on Sales of Badges & Books	1,327	1,327	2,157						
\$157,451		\$126,012	\$108,738	\$126,045	\$17,274	\$28,907	-	\$2,500	-	-

GLIDING NEW ZEALAND INCORPORATED
STATEMENT OF FINANCIAL PERFORMANCE (continued)
For the year ended 31 March 2025

			Allocation of expense items to internal funds							
Total 2024		Total 2025	GNZ		Promotional		Instructors		Tasman	
			General Funds		Fund		Fund		Trophy	
			2025	2024	2025	2024	2025	2024	2025	2024
	EXPENDITURE									
1,875	Auditing	2,375	2,375	1,875						
6,138	AGM Expenses	4,588	4,588	6,138						
2,880	Airspace Committee Expenses	3,617	3,617	2,880						
-	Airworthiness Committee	3,267	3,267							
969	Annual Report	1,110	1,110	969						
2,500	Awards Officer's Expenses	2,500	2,500	2,500						
864	Civil Aviation Charges	10,743	10,743	864						
75	Communications	75	75	75						
4,320	Community Development	-				4,320				
398	Concessions Granted to Youth	39	39	398						
8,729	Executive's Travelling Expenses	14,253	14,253	8,729						
25,363	Executive Officer's Remuneration	41,088	41,088	25,363						
2,734	FAI Affiliation Fees	2,882	2,882	2,734						
248	FAI Awards	93			93	248				
278	First Competition Award	630			630	278				
5,200	Flight Instruction Tools	-		5,200						
597	General Expenses	1,710	1,710	597						
-	GNZ History Book	15,000			15,000					
1,045	Insurance	1,055	1,055	1,045						
4,865	Membership Development Committee	824			824	4,865				
4,258	National Membership Register	3,993	3,993	4,258						
4,466	Operations Officers' Expenses	3,162	3,162	4,466						
1,660	Promotional Advertising	1,655			1,655	1,660				
805	Review Panel	-		805						
-	Sailplane Racing Committee	670	670							
693	Subscriptions	705	705	893						
2,288	Training Course Contributions	-						2,288		
13,685	Treasurer's Remuneration	15,412	15,412	13,685						
3,140	Website Development	1,640	1,640	3,140						
3,000	Youth Glide NZ Affiliation Fees	3,463	3,463	3,000						
3,600	Youth Soaring Development	-		3,600						
106,672		136,550	118,347	93,013	18,203	11,371	-	2,288	-	-
50,779	EXCESS/(DEFICIT) OF INCOME	(10,538)	(9,609)	33,032	(929)	17,535	-	212	-	-

GLIDING NEW ZEALAND INC

STATEMENT OF MOVEMENTS IN EQUITY

For the year ended 31 March 2025

Allocation of income and expense items to internal funds

Total 2024		Total 2025	GNZ General Funds		Promotional Fund		Instructors Fund		Tasman Trophy	
			2025	2024	2025	2024	2025	2024	2025	2024
261,237	Opening Balance - 1 April 2024	312,016	251,022	203,194	43,074	25,539	17,920	17,708	-	14,796
-	Gift Tasman Trophy Fund to GNZUT	(14,796)	(14,796)							
-	Gift Instructors Fund to GNZUT	(17,920)					(17,920)			
-	Transfer Tasman Trophy to General Fund			14,796						(14,796)
50,779	Excess/(Deficit) of Income over expenditure for 2024/25	(10,538)	(9,609)	33,032	(929)	17,535	-	212	-	-
\$312,017	Closing Balance - 31 March 2025	\$268,762	\$226,617	\$251,022	\$42,145	\$43,074	-	\$17,920	-	-

STATEMENT OF FINANCIAL POSITION as at 31 March 2025

Total 2024	Total 2025	The allocation of these accumulated funds over the various internal funds is shown in the above Statement of Movements in Equity
\$312,017	\$268,762	
Accumulated Funds		
Represented by:		
Current Assets		
70,172 BNZ - Current Accounts	93,529	This Performance Report has been approved by the President for and on behalf of Gliding NZ
254,325 BNZ - Short Term Deposits	183,289	
2,964 Interest Accrued	868	
3,466 Prepayments Travel & AGM	4,263	
3,844 Sundry Debtors	4,623	
6,685 Stocks of Badges, Books etc	3,853	
341,456 Total Assets	290,424	
Less Current Liabilities		Steve Wallace President
27,939 Sundry Creditors	21,662	
1,500 Sport NZ Prepayment	-	Date
29,439 Total Liabilities	21,662	
Net Assets	\$268,762	

GLIDING NEW ZEALAND INC			
STATEMENT OF CASH FLOWS			
For the year ended 31 March 2025			
	Actual		Actual
	2025		2024
Cash Flows from Operating			
<i>Cash was received from:</i>			
Donations, fundraising and other similar receipts	4,560		30,417
Fees, subscriptions and other receipts from members	105,764		110,946
Receipts from providing goods or services	1,327		2,157
Interest, dividends and other investment receipts	3,474		3,583
Net GST	(3,298)		2,761
	111,826		149,864
<i>Cash was applied to:</i>			
Payments to suppliers and employees	135,015		106,125
Donations or grants paid	36,316		3,600
	171,332		109,725
Net Cash Flows from Operating Activities	(59,505)		40,138
Cash Flows from Investing & Financing Activities	82,862		(48,117)
Net Increase/(Decrease) in Cash	23,357		(7,979)
Opening Cash & Bank Balances	70,172		78,151
Closing Cash & Bank Balances	93,529		70,172
Represented by:			
BNZ General a/c	2,490		1,098
BNZ Oncall a/c	1,175		13,005
BNZ Rapid Saver	65,734		44,199
BNZ Promotions A/c	24,130		11,871
	93,529		70,172

GNZ UMBRELLA TRUST

Financial Performance

The year ended 31 March 2025 resulted in a net income after grants of \$17,556, which represents a decrease from the previous year's result of \$50,770 (a reduction of \$33,214). Before grants, we achieved a surplus of \$35,722, compared to \$65,786 in 2024, showing a decrease of \$30,064.

Income

- Total income for the year was \$43,570, down from the previous year's \$74,861, representing a decrease of \$31,291.
- The main contributor to this was the decrease in Portfolio income.

Investment Portfolio

- Craig's investment portfolio had a market value of \$1,092,579 as of 31 March 2025, compared to \$820,186 at the end of the previous year, an increase of \$272,393.
- Portfolio income included unrealized gains of \$19,289 and accrued interest of \$3,104.
- During the year, we transferred \$250,000 from BNZ into Craig's Portfolio, strengthening our investment position.

Expenses

The Trust's expenses totalled \$7,848 for the 2025 financial year, down from \$9,075 in 2024, a decrease of \$1,227.

Grants

Grants paid out during the financial year totalled \$18,165, an increase from the previous year's \$15,016.

Club Loans

- Total outstanding loans were \$91,100 as of 31 March 2025, a significant decrease from \$172,061 at the end of the previous year.
- The interest earned from club loans has more than doubled from the previous year, providing a good income stream for the Trust, although clubs have made significant voluntary principal repayments over the past 12 months which will result in a lower return in the coming year.

New Funds

The donation of \$32,716 from the GNZ Tasman Trophy fund and Instructor Engineer Fund represents a significant new resource that will support instructor and engineer training initiatives.

Outlook

The financial outlook for the Trust remains stable despite this year's decrease in net income. The investment portfolio has grown due to the \$250,000 transfer to Craig's Portfolio, and increased club loan interest has partially offset reduced portfolio and bank interest income. With the Trust's total equity increasing to \$1,256,029 from \$1,205,757, the Trust continues to fulfil its objectives of supporting gliding in New Zealand through prudent financial management.

Jan Rae, Treasurer/Secretary GNZ Umbrella Trust

GLIDING NEW ZEALAND UMBRELLA TRUST

INCOME STATEMENT

For the year ended 31 March 2025

<i>Total</i>		<i>Total</i>	<i>Pryde</i>		<i>Rothmans Trust</i>		<i>GNZ World</i>		<i>Georgeson</i>		<i>Rix</i>		<i>Matamata XC</i>		<i>GNZ Roake</i>		<i>Youth Glide</i>		<i>GNZ Instructors and</i>	
			<i>Trust</i>		<i>(GNZ Loans Fund)</i>		<i>Champs Fund</i>		<i>Trust</i>		<i>Trust</i>		<i>Training Trust</i>		<i>Trust</i>		<i>Omarama</i>		<i>Engineers Training Fund</i>	
<i>2024</i>		<i>2025</i>	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024
	INCOME																			
1,665	Competition Levies	1,615	1,615	1,665																
7,105	Interest from Club Loans	16,646			16,646	7,105														
11,521	Interest from Investments	2,756	211	794	975	4,785	170	668	368	1,365	150	555	119	442	580	2,221	182	692		
54,569	Portfolio Income	22,393	1,713	3,762	7,919	22,662	1,382	3,162	2,994	6,465	1,218	2,629	969	2,092	4,716	10,521	1,483	3,276	0	0
	Book Sales	160													160					
74,861	Total Income	43,570	3,539	6,221	25,539	34,552	1,552	3,830	3,362	7,830	1,367	3,184	1,088	2,534	5,456	12,742	1,665	3,968	0	0
	EXPENSES																			
1,734	Audit	2,501																		
4,706	Treasurer	3,016																		
1,754	Secretarial	1,880																		
4	Bank Fees	18																		
407	Office - Software	414																		
470	Travel /Meetigs	19																		
9,075	Total Expenses	7,848	491	589	3,776	4,174	388	484	840	990	342	403	272	320	1,324	1,612	416	502		
65,786	NET INCOME before Grants	35,722	3,048	5,632	21,763	30,377	1,164	3,345	2,522	6,840	1,026	2,782	816	2,213	4,132	11,130	1,249	3,466	0	
15,016	Grants Awarded	18,165	4,637	2,889	180	250	3,515	3,586	665	0	0	0	1,320	0	5,848	6,791	2,000	1,500	0	
50,770	NET INCOME after Grants	17,556	(1,589)	2,743	21,583	30,127	(2,351)	(241)	1,857	6,840	1,026	2,782	(504)	2,213	(1,716)	4,339	(751)	1,966	0	

For the year ended 31 March 2025

Total		Total	Pryde		Rothmans Trust		GNZ World		Georgeson		Rix		Matamata XC		GNZ Roake		Youth Glide		GNZ Instructors and		
			Trust		(GNZ Loans Fund)		Champs Fund		Trust		Trust		Training Trust		Trust		Omarama		Engineers Training Fund		
2024		2025	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	
1,154,887 -	Opening balance - 1 April 2024	1,205,657	74,599	71,843	575,489	545,467	60,165	60,395	130,343	123,482	53,010	50,220	42,181	39,961	205,315	200,941	64,553	62,576	0	0	
	Gifts Received	32,716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,716	0	
1,154,887		1,238,373	74,599	71,843	575,489	545,467	60,165	60,395	130,343	123,482	53,010	50,220	42,181	39,961	205,315	200,941	64,553	62,576	32,716		
74,861	Income	43,570	3,539	6,221	25,539	34,552	1,552	3,830	3,362	7,830	1,367	3,184	1,088	2,534	5,456	12,742	1,665	3,968	0	0	
9,075	Less: Share of Expenses	7,848	491	576	3,776	4,280	388	474	840	969	342	394	272	314	1,324	1,577	416	491	0	0	
15,016	Grants Awarded	18,165	4,637	2,889	180	250	3,515	3,586	665				1,320		5,848	6,791	2,000	1,500			
50,770	Net Income after Grants	17,556	(1,589)	2,756	21,583	30,022	(2,351)	(230)	1,857	6,861	1,026	2,790	(504)	2,220	(1,716)	4,374	(751)	1,977	0	0	
1,205,657	Closing balance - 31 March 2025	1,255,929	73,011	74,599	597,072	575,489	57,814	60,165	132,200	130,343	54,036	53,010	41,678	42,181	203,599	205,315	63,802	64,553	32,716	-	

BALANCE SHEET as at 31 March 2025[illegible]

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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			Pryde	Rothmans Trust	GNZ World	Georgeson	Rix	Matamata XC	GNZ Roake	Youth Glide	GNZ
Ended		TOTAL	Trust	(GNZ Loans Fund)	Champs Fund	Trust	Trust	Training Trust	Trust	Omarama	Instruct/ Engin
	<i>% Available for Grants</i>		<i>100%</i>	<i>50%</i>	<i>100%</i>	<i>50%</i>	<i>100%</i>	<i>50%</i>	<i>50%</i>	<i>100%</i>	<i>100% + capital</i>
2025	Net Income before Grants	35,722	3,042	21,837	1,142	2,524	1,027	817	4,092	1,241	0
	Income Available for Grants	21,087	3,042	10,919	1,142	1,262	1,027	409	2,046	1,241	0
	Plus Balance B/f 2024	27,481	8,025	0	3,031	3,347	3,630	1,159	5,042	3,246	0
	Plus Gift able to be Granted	32,716	0	0	0	0	0	0	0	0	32,716
	Less Grants Awarded	18,165	4,637	180	3,515	665	0	1,320	5,848	2,000	0
	Available for Grants - bal c/f	63,118	6,430	10,739	658	3,944	4,657	248	1,240	2,487	32,716

Umbrella Trust – 2024-25

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 2025

STATEMENT OF ACCOUNTING POLICIES

Reporting Entity

Gliding New Zealand Umbrella Trust is a Trust under the Trustee Act 2019 and is a 'not for profit' entity. 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 2025.

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.

Craigs Investment Portfolio - The investments were initially recorded at cost and revalued each year to market value. The unrealised gains/losses are reported through the income statement.

CAPITAL COMMITMENTS AND CONTINGENT LIABILITIES

Piako Gliding Club has not fulfilled the conditions for a grant approved in July 2024 and Omarama Gliding Club borrowed \$22,000 in April 2025. Other than this, there were no capital commitments or contingent liabilities as of 31 March 2025.

RELATED PARTY TRANSACTIONS

Gliding NZ CEO Max Stevens and Trustee, David Tillman are members of Canterbury Gliding Club. The loan balance on 31 March 2025 was \$100.

Trustees Clive Geddes and Karen Morgan are members of Omarama Gliding Club. Jan Rae, Treasurer/Secretary of GNZUT is married to the OGC's President, Alex Boyes. The Omarama Gliding Club currently owes \$21,000 after repaying extra principal of \$21,000 in June 2024. After the year end in April 2025, it drew an additional \$22,000 to purchase shares in a hangar company at Omarama. This will be repaid within the terms of the current loan agreement.

Trustee David Jensen is a member of Piako Gliding Club which had a loan in 2024 from the Umbrella Trust of \$130,000 and drew a further \$45,000 in May 2025. They have since made principal payments totalling \$105,000 in October 2024, January 2025 and March 2025 bringing the year-end balance of their loan to \$70,000. Piako Gliding Club also made a request for a grant of \$1,700 in July 2024 to cover flying costs for four students doing instructor training. This has yet to be paid out as the training is incomplete.

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 Youth Soaring Development Camps in Omarama and Matamata.

There were no other related party transactions for the year ended 31 March 2025.

INVESTMENTS

The principal amounts repaid from Club Loans were transferred to the Craig's Investment Portfolio. A total of \$250,000 was added to the Craig's Investment Portfolio during the year.

LOANS APPROVED

No new loans were approved in this financial year.

Existing Club loans balances totalled \$91,100 on 31 March 2025, made up of:

Omarama Gliding Club	\$21,000
Piako Gliding Club	\$70,000
Canterbury Gliding Club	\$100

GRANTS AWARDED

A total of \$18,165 was awarded and paid in this financial year.

In addition, \$1,000 approved in July 2023 was paid out in April 2024 to YGNZ for a C-Cat instructor rating.

July 2024. Norman Duke for Piako Gliding Club – Instructor Training (not paid yet) *To subsidise the flying costs for three trainees for instructor training to C-Cat and one trainee for instructor training to B-Cat. A total of \$1,700, \$425 each, will be granted from the Rothmans Trust upon confirmation of the instructor ratings.*

October 2024. Fiona Chamberlain for Youth Glide New Zealand *For costs for ten students to attend the YSDC at Omarama 13 to 19 Jan 2025. Trustees granted \$1,000 from the Omarama Youth Glide Trust Fund.*

October 2024. Derek Wagstaff for Youth Glide New Zealand *For costs for 15 Students to attend the YSDC at Matamata 16 to 20 December 2024. Trustees granted \$1,500, with funds from the Matamata XC Training Fund of \$1,320 and the balance of \$180 from the Rothmans Trust.*

October 2024. Kieran Cassidy *For costs to attend the Multi Class Nationals in Omarama 2 to 11 January 2025. It was agreed to grant a total of \$3,000 from the Pryde Trust Fund.*

November 2024. Charlie Irvin *For costs to attend the Mountain Soaring Course in Omarama 4 to 8 Nov 2024. Trustees granted her \$665.42 from the Georgeson Trust.*

November 2024. Mike Strathern *For costs to attend the World Gliding Competition in Tabor CZE 24 May to 7 June 2025. Trustees granted a total of \$11,000, with funds from the Roake Trust of \$5,848, GNZ World Champs Fund of \$3,515 and the balance of \$1,637 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:

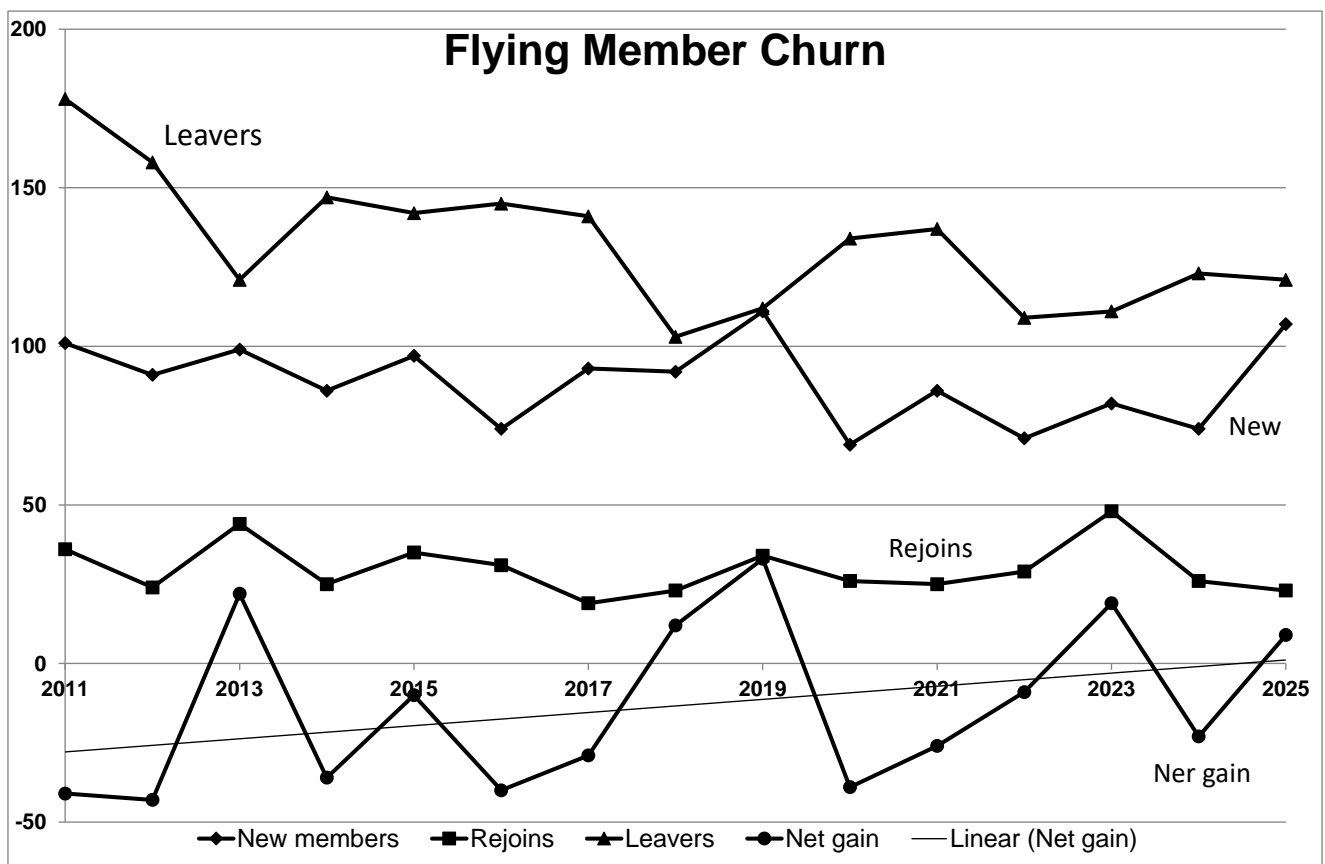
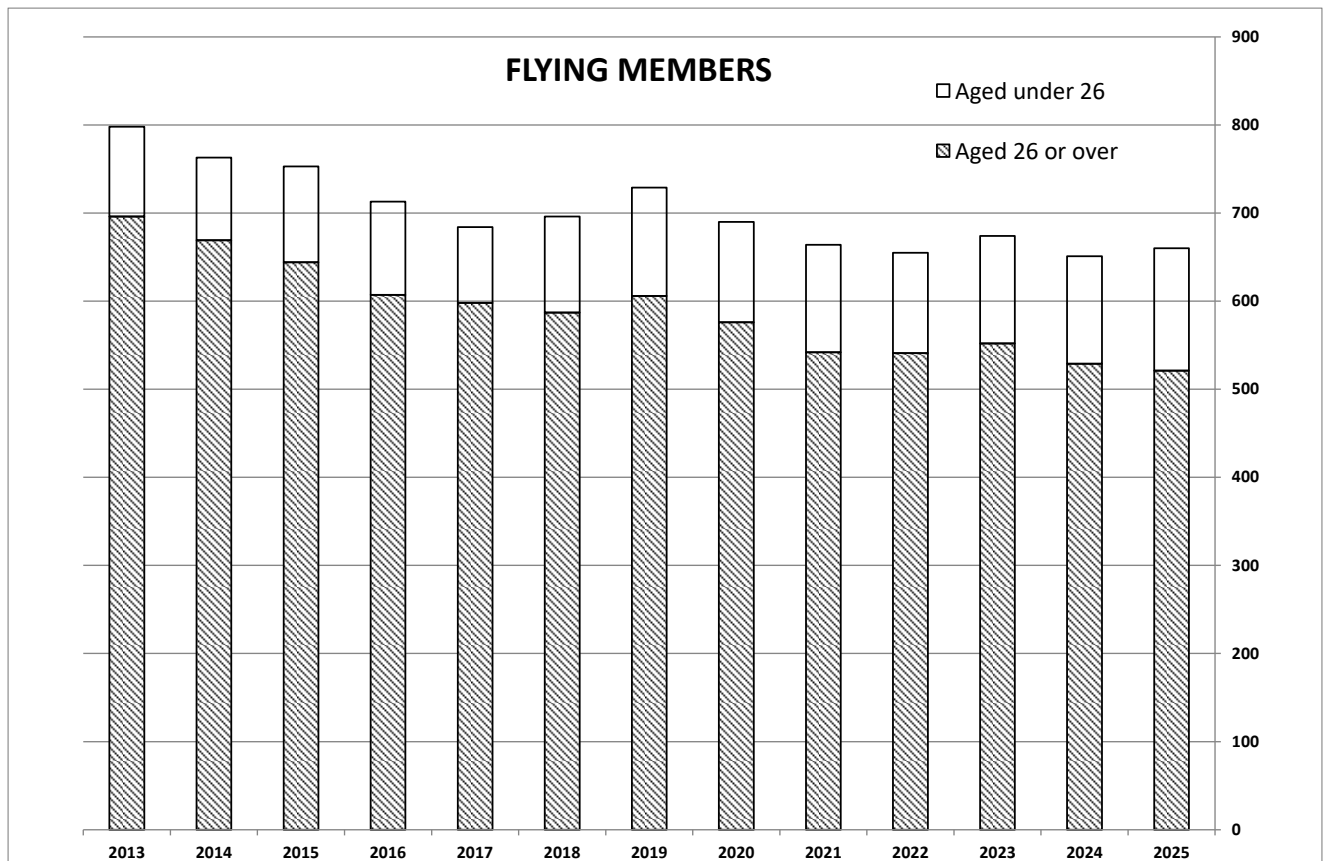
In 2024-25 we gained 130 new and re-joining members but lost 121 – a net gain of 9 flying members. Of the 130 new members, 18% were previous members who rejoined (26% last year).

As usual, there was a significant churn in members under the age of 26 (64 new, 46 resigned and 1 turned 26) with a net gain of 17. Data in the table is for 31 March. Visiting foreign pilots and instructors are excluded.

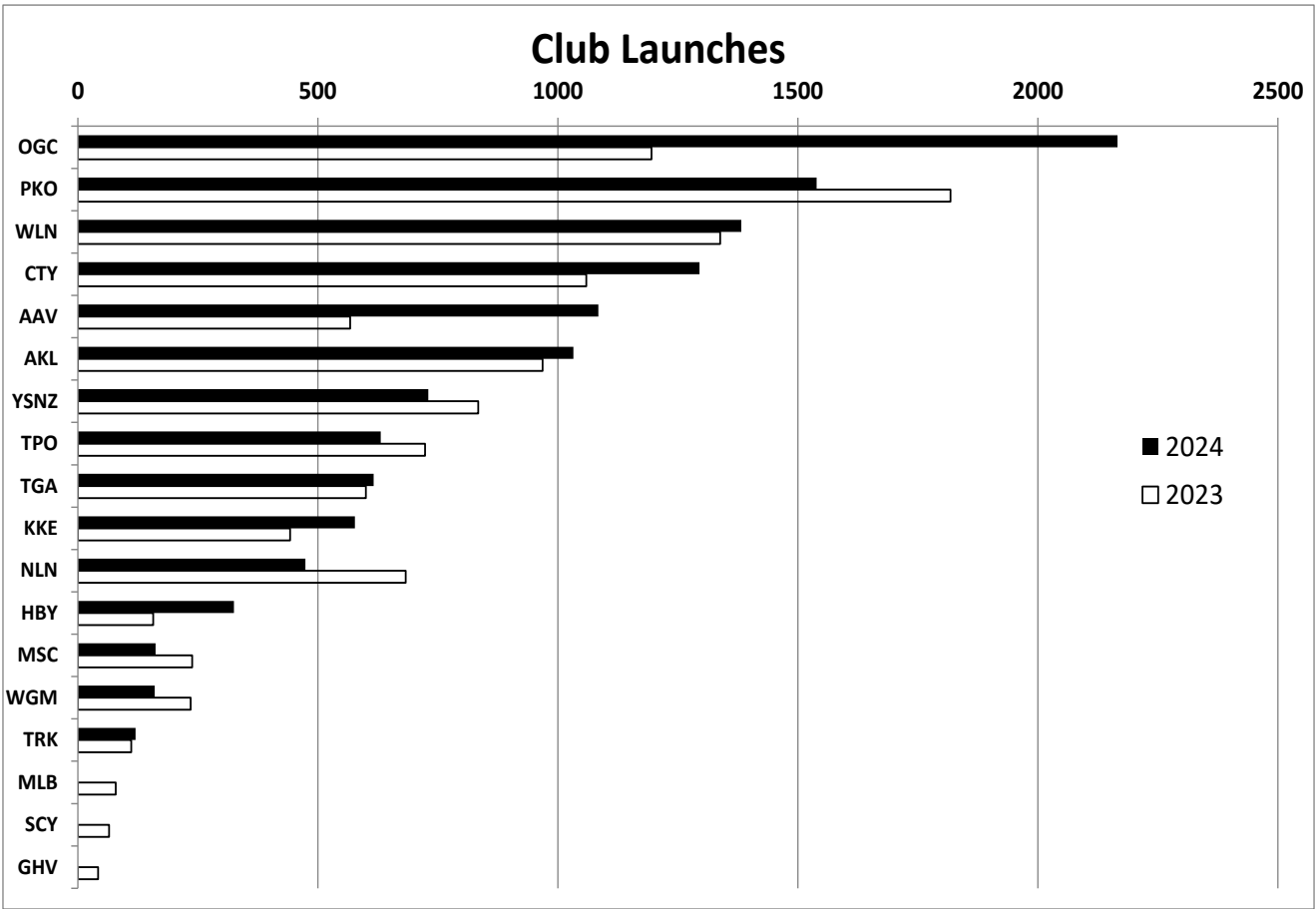
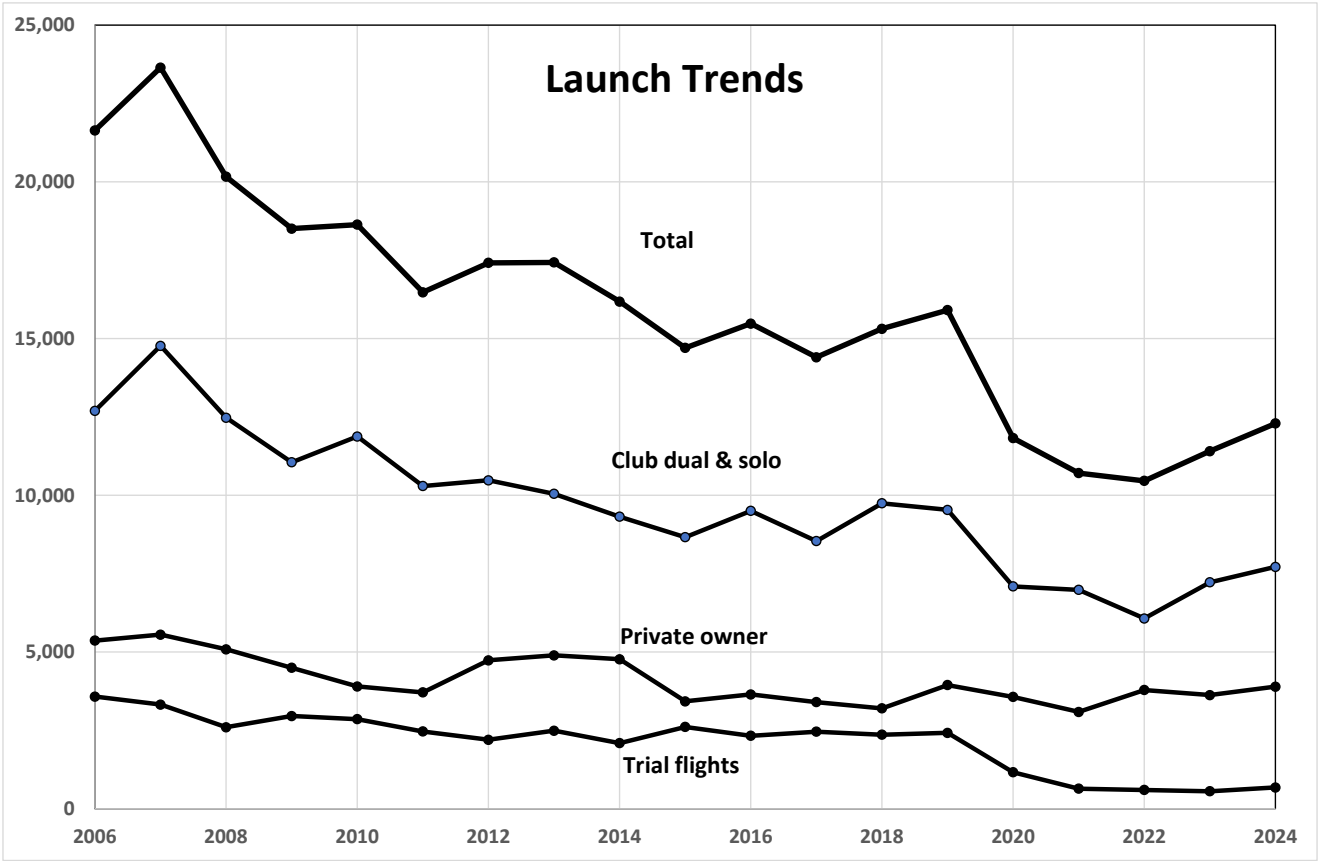
VFP excluded from all	2025	2024	2023	2022	2021	2020	2019	2018
Flying 26 or over	521	529	552	541	542	576	606	587
Flying <26	139	122	122	114	122	114	123	109
Total flying members	660	651	674	655	664	690	729	696
% Flying <26	21.1%	18.7%	18.1%	17.4%	18.4%	16.5%	16.9%	15.7%
Non-flying members	25	22	21	25	27	38	40	45
Total members	685	673	695	680	691	728	769	741
New flying 26 or over	43	34	42	38	42	37	61	44
New flying <26	64	40	40	33	44	32	50	48
Previous members rejoining flying	23	26	48	29	25	26	34	23
Resigned flying 26 or over	75	86	78	70	108	96	77	72
Resigned flying <26	46	37	33	39	29	38	35	31
Gain in flying members	9	-23	19	-9	-26	-39	33	12
Gain in flying members %	1.4%	-3.4%	2.9%	-1.4%	-3.8%	-5.6%	4.7%	1.8%
Males flying	603	590	622	603	604	632	668	638
Females flying	57	61	52	52	60	58	61	58
Female flying %	8.6%	9.4%	7.7%	7.9%	9.0%	8.4%	8.4%	8.3%
Flying <26 Female	30	33	24	24	29	23	25	26
% flying <26 Female	21.6%	27.0%	19.7%	21.1%	23.8%	20.2%	20.3%	23.9%
50 years and over	414	416	426	407	406	444	446	444
Under 50 years	246	235	248	244	255	243	280	249
Average age flying	52.0	52.5	52.4	52.2	51.3	52.5	51.4	52.1
Average age of new members	31.8	32.5	33.7	34.1	32.7	35.5	34.2	34.6
Average age members leaving	43.0	44.7	46.5	41.7	49.4	44.3	43.3	44.9
Time in the sport (years)	9.9	10.8	11.6	7.9	10.1	9.6	7.4	9.6

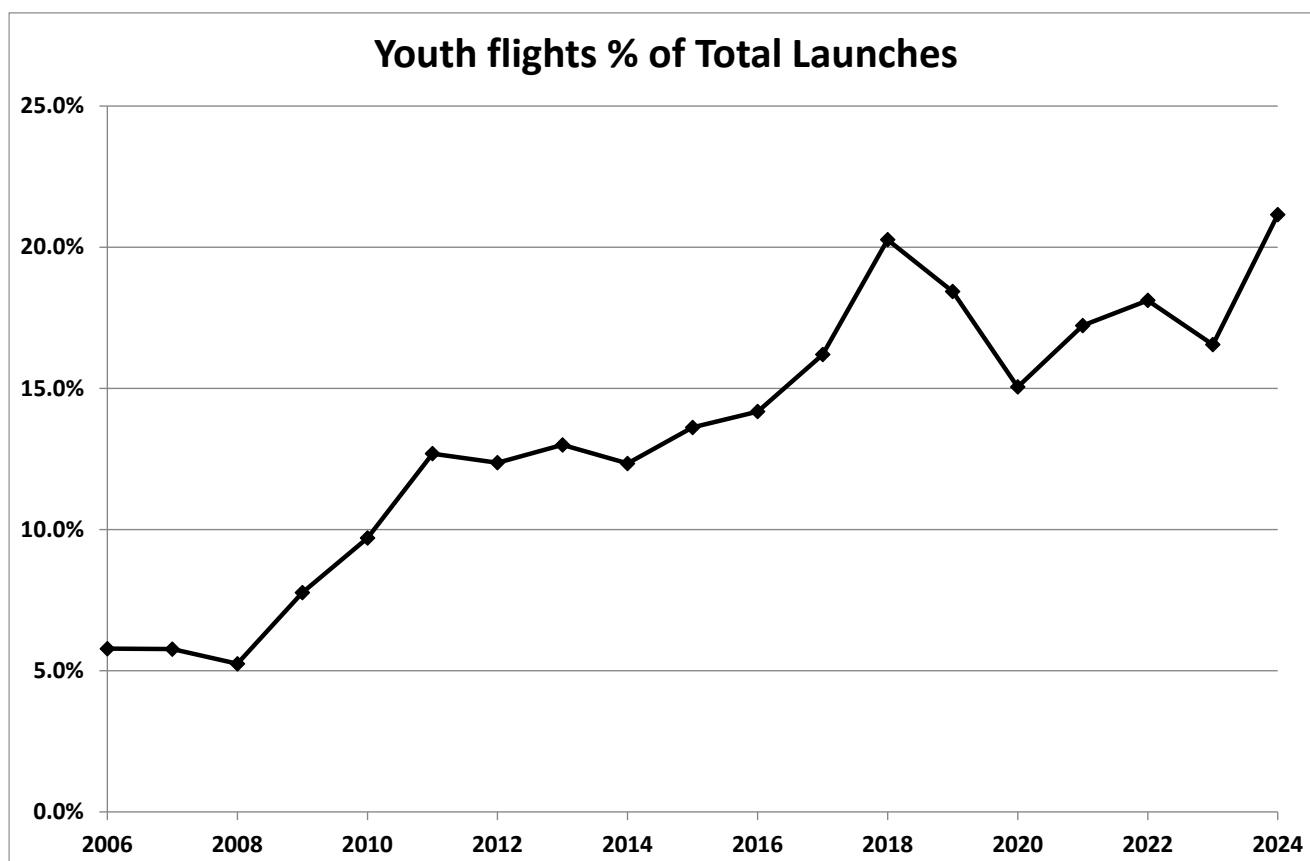
QGP/XCP: (Previous year)

- 52% of current flying members have attained either QGP or XCP (55%)
- 103 QGP holders are yet to convert to XCP (114)
- Of the 121 who left in the last FY, 17% had attained QGP or better (27%)
- Average time in sport of the 21 who left **with** QGP or XCP = **14.6** years (21.2)
- Average time in sport of the 100 who left **without** QGP or XCP = **8.9** years (7.0)



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





There were 12,293 launches in calendar 2024. Relative to calendar 2022-23, the variances were:

Club dual & solo	+ 7%
Trial flights	+ 22% (but still 60% down on the average over the previous 10 years).
Private owner	+ 7%
Overall total	+ 8% (10% down on the average over the previous 10 years).

Progress with Safety Regulatory Matters:

Some matters of significant interest:

- GNZ's CAR Part 149 Certificate was renewed for a further five years after a very rigorous audit by CAA. Minor amendments to our Exposition, MOAP, forms and ACs ensued.
- CAA is now accepting exemption applications from individual microlight pilots to allow them to get a Tow Rating, rather than the blanket exemption sought by GNZ. However, exemptions need to be renewed every five years – the long-term solution is a Rule change.
- There will be a 10% increase in CAA charges from 1 July next – somewhat less than the original proposal for a 43% increase.
- The new Civil Aviation Act 2023 came into force on 5 April this year. Only minor editorial changes were necessary to the MOAP and the three application forms that containing a fit and proper person declaration. A new set of CARs also came into force, but with almost no substantive changes.
- Reregistration under the new Incorporated Societies Act 2022 was completed on 31 March.

Max Stevens, GNZ Executive Officer

Operations

The Operations Team currently comprises David Moody (Northern Region), David Hirst (Central Region), Craig Clapham (Southern Region) and myself. We are actively supported by Roy Innes (Auckland) and Wal Bethwaite (Christchurch). The team convenes on-line every 6 weeks to review operations around the country, and to report back to instructors.

In the year to 30 April 2025 the Operations Team received 76 incident reports, down a little from the previous year of 87. These reports are deeply appreciated and give us a fantastic insight into the way pilots are engaging with our sport. The Ops Team reviews every incident report and considers what measures could be taken to improve safety and enjoyment.

Despite the small sample size and unique circumstances of each incident, the reports highlight a few patterns that recur year on year. One of these is the very human susceptibility to be interrupted on check lists. Or not apply them at all. There were 12 reported occasions of wheel-up landings or taking off with airbrakes unlocked. Knowing how and where to prioritise attention is a key skill in aviation. One example is 'aviate, navigate, communicate'.

Related to this is the ability to realise when 'circumstances have changed' and take appropriate action. This action could be to abandon the launch, abandon the flight and land out, lower the nose and wait for the airspeed to increase, or simply stop and review what is happening in the moment.

A third pattern is increased pressure (for want of a better term) that contests provide. Contests are an important way to develop competency as a glider pilot. There may not be an instructor looking over your shoulder, but the encouragement and example of peers certainly motivates and extends us. Contests also lead to an increase in the number of airspace incursions and minor damage on outlandings. It remains important to fly within one's own level of skill and experience.

Instructor development continues in a somewhat uneven pattern around the country. Larger clubs are certainly maintaining their training and upgrading of instructors. In the last year there were 5 new A-Cats, 6 new B-Cats, 12 new C-Cats and 6 with increased privileges (typically adding winch or self-launch ratings).

The Club Audit program is completely up-to-date in respect of clubs that are actively flying. The standard of record-keeping in clubs is steadily improving, especially as clubs move to recording member status and achievements on the Gliding NZ database. However, a CAA audit did identify that the standard of logbook entries needs improvement. The latest printing of logbooks includes a reminder to log each flight separately, and write down the trainee or instructor (if it is an instructional flight) and the exercises performed.

During the year Warwick Bethwaite (Southern Region Operations Officer) resigned after three years of very active service in this role. Wal played a key role in the development and implementation of the Pilot Training Program in his region. His work is greatly appreciated - thanks Wal! Craig Clapham from Christchurch has now taken over the reins - welcome Craig!

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

In general, it appears that the engineering requirements are being met, however there is probably more distance between options for some aircraft owners.

Joe Aerts from Christchurch has renewed his class 4 and IA-G rating.

And Darren Smith has been issued a class 3 rating in the Marlborough area.

There have been several instances throughout the year where items have failed due to previous oversight, things such as worn-out cables, seizing up of control surfaces hinges.

I encourage all Engineers and aircraft owners to pay more attention to wear and tear items, and if you feel an aircraft has not received the attention to maintenance work or an annual inspection it should have then this is the right time to correct that.

I also encourage pilots to perform good DI's, we would all rather a fault be found before launch than after.

Those of us that fly self-launching aircraft, a good engine DI is worth the peace of mind and get into the habit of looking at different parts around the engine and not just the same items as your last few DI's.

For those of you that may like to review your DI practice there is a good Advisory Circular available at <https://gliding.co.nz/wp-content/uploads/currentdoc/AC3-01.pdf>

Nice to see the Vintage Kiwi guys taking such an interest in some of the older aircraft and offering the care and attention they deserve.

Current Engineers Stats:

As of print there are the following:

7 Class 2 - 3 South Island - 4 North Island	(up 1 from last year)
25 Class 3 - 12 South Island - 13 North Island - 4 are LAME	(up 2 from last year)
10 Class 4 - 4 South Island - 6 North Island - 2 are LAME	(down 4 from last year)
17 Engineers with IA-G or IA (LAME) qualifications	(up 1 from last year)
35 engineers capable of carrying out an Annual Inspection. Fairly even split between Islands. With approximately half that number being active engineers.	

The engineering pool has reduced by 50 persons over the last 10 years

I expect there will be a reduction in the total number this year also, as some of the less active engineers will probably not renew this June.

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:**

Many of the clubs were audited in 2024 and this year. All active club audits have been completed within the two-year audit requirement, with just with the status and ongoing operations of two small clubs yet to be determined and audited.

The audit process and documentation has been well executed to a high standard by the current auditors and ROOs and should provide valuable assistance to the clubs by sharing the auditor's experience and knowledge between the clubs. Thanks are due to all participants from the clubs and auditors.

- **Instructors:**

A number of new and upgraded instructor applications were reviewed. Some were for foreign instructors visiting our clubs over the summer season as well as some instructor upgrades. The process and forms requiring to be signed off by the new instructor, instructor trainer, club CFI, Regional Operations Officer then the National Operations Officer for issue and recording of the ratings is working well and as required in a timely manner.

The completed forms are all loaded into the GNZ database by the National Operations Officer and it is good to see many clubs are using the GNZ system to record their other pilot ratings, medicals, ICRs and BFRs. This one database is valuable to the members and clubs with their automatic reminders and the ability for other clubs to validate currency and qualifications when pilots visit other clubs for courses etc.

- **XCPs:**

The completed XCP applications, held by the Executive Officer and scanned into the GNZ database, were also reviewed. Many were verification of foreign pilot qualifications to enable them to fly solo in New Zealand along with our own members who have advanced through the Pilot Training Program to reach their Cross-Country Pilot level. These qualifications are authorised by our President under his delegated authority from CAA and for a short period some were authorised directly by CAA while GNZ was undergoing its own re certification as a part 149 organisation.

- **Engineers:**

The list of glider engineers supplied by the National Airworthiness Officer was also reviewed along their Tech 25 engineer experience logs to validate their currency. The database and forms were comprehensive, well maintained and largely filled out well. While a number of engineers have let their approvals lapse, some half of the remainder will require revalidation of their two-year approval from 30 June.

Overall, I am happy with the Gliding New Zealand's systems and compliance by the clubs, their pilots and the operations and airworthiness teams. I note that there has been some confusion and incorrect recording of hours and flight numbers to confirm currency. Your attention to accuracy and clarity when completing the forms would be appreciated. This year we will review the format of the forms for greater consistency and clarity.

Terry Jones, Quality Manager

Airspace

The past year has been a relatively quiet one for Airspace Issues.

Tim Bromhead continues to manage the North Island competition airspace. His technical expertise and ongoing relationship with Airways is invaluable and greatly appreciated. Many thanks Tim.

The push for more Mandatory Broadcast Zones continues, the latest being a submission for Milford Sound. With the widespread adoption of ADS-B there will inevitably be increased interest in using Transponder Mandatory Zones as a way of mitigating traffic separation. Whilst we remain essentially opposed to this, it's clear that looking forward both Airways and CAA

will rely heavily on the use of ADS-B when considering the merits of any future airspace proposals.

Airways remain adamant that owing to the superior visibility to controllers that ADS-B presents, clearances through controlled airspace should be significantly easier to obtain. To determine the validity of their argument it would therefore very helpful that someone on the committee is informed in instances where this has not been the case.

The long-promised review of Queenstown Airspace is also yet to happen. There appears to be little appetite for it given that the large commercial operators are not pushing for it and seem happy enough with the current situation. ADS-B has enabled more efficient routing, so I don't believe this review is now a priority. We are continuing to push for this review but until it happens any proposed changes to the existing airspace are being put off. In the meantime, we would welcome feedback as to how the Queenstown Airspace is working for those pilots who use it this season.

As mentioned last year the imminent threat of an airport at Tarras has diminished, however there is now a major review of Wanaka Airport being held by the Queenstown Lakes District Council. Should this review recommend the expansion of commercial operations to include scheduled passenger services, the adverse effect on airspace to gliding will present many of the same issues Tarris did. We will be monitoring this situation closely in the coming year.

Finally, my thanks to the committee for their input over the past year.

CJ McCaw, Chairman Airspace Committee

Awards

Claims: 40 Badges, and 2 NZ Record Records

During the past year, 15 claims have been processed, only 1 of which was unsuccessful. This resulted in a total 1 Silver Badge, 3 Diamond Goals and 1 Diamond Distance, plus 6 "badge legs".

Murray Wardell got the new "Speed over an Out & Return Course of 100 km" for the D13 class, with 117.15 kph. Ross Gaddes got the "Free Triangle Distance" record of 505.8 km for the D15 class.

Noteworthy FAI Achievements on the FAI website

David Johnson has been added to the "3 diamonds page <https://www.fai.org/page/igc-badges-3-diamonds>

Mike Strathern will shortly be added to the "7fo km" page <https://www.fai.org/page/igc-750km-badges>

Six new Official Observers

We appointed 6 new official observers last year: they all prepared using a self-paced training system based on assignments and then sat the exam under the supervision of their CFI.

6 new OOs help a bit, of course, however there still are some clubs with no official observers. No official observer => no badges, no records.

Any member of Gliding New Zealand can become an OO: if you are interested, send me an email at awards@gliding.co.nz.

General Notes

When making an application, please ensure you that you are using the latest form from the GNZ website, as using a Google search instead often results in an outdated version. The same is true for the FAI Rules, which are amended every year – go to the FAI IGC website page <https://www.fai.org/igc-documents>. The Sporting Code Section 3 is especially important to understand before attempting any badge or record 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 the Sporting Code. 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, as a non-native English 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:	24-25	23-24	22-23	21-22	20-21	19-20	18-19	17-18	16-17
Official Observer appointments	6	0	0	4	6	8	1	11	4
Silver									
Silver Height	8	6	2	9	11	18	15	3	3
Silver Distance	2	7	7	6	13	12	12	2	2
GNZ 1 st Contest Award	2	7	7	6	5	8	6	3	0
Duration	1	6	1	10	15	9	8	3	4
Silver Badges	1	6	3	8	13	8	6	6	4
Gold									
Gold Height	0	1	2	5	6	8	2	1	4
Gold Distance	3	1	4	2	8	2	4	3	4
Gold Badges	1	1	2	1	6	1	1	3	4
Diamond									
Diamond Height	0	0	0	2	3	6	2	2	3
Diamond Goal	3	2	0	1	3	2	2	3	2
Diamond Distance	1	2	1	0	4	3	3	1	2
3 Diamond Badge	1	1	1	0	2	3	2	0	3
Diploma									
750 km Diploma	0	0	0	0	0	0	0	0	1
1000 km Diploma	0	0	0	0	1	1	0	0	0
1250 km Diploma	0	0	0	0	0	1	0		
1500 km Diploma	0	0	0	0	1	1	0		
Records									
NZ Records	2	1	0	0	0	3	2	0	1
World Records	0	0	0	0	0	3	0	1	1

Central Register

It was pleasing to see last year's small increase in membership. While Flying members decreased, this was offset by a good increase in Youth Glide membership.

At 31 October when annual fees were invoiced, membership was down by 66 members – I have never seen a membership fluctuation anything like this, so it was very concerning. Thankfully this membership drop was replaced by new joins in the last few months of the year, largely these were new joins (rather than rejoins) and most were Youth. Membership numbers that were previously showing fairly stable trends, have fluctuated a lot more over recent years.

Marlborough Gliding Club ceased operations earlier in the year but come the end of January the club was revived and is now back active again.

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 9 years' and 'last year'. 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 9 Years	Last Year	Reason for Resignation
14%	9%	Unpaid Subs
12%	9%	Visiting Foreign Pilot
3%	8%	Visiting Foreign Instructor
4%	7%	Moved Offshore
4%	7%	Club Issues
5%	5%	Moved within NZ
4%	3%	Non-flying (Mag Only)
4%	3%	Other Commitments
2%	3%	Work Commitments
1%	3%	Study Commitments
2%	3%	Medical
2%	2%	Deceased
2%	2%	Financial
2%	1%	Leisure Commitments
1%	1%	Family Commitments
1%	1%	Tow Pilot resigning
1%	1%	COVID
1%	0%	Moved
37%	36%	Other Reason/Ceased

Laurie Kirkham, Central Register Manager

Fixing of Membership Fees

Rule 4.10 requires the AGM to fix membership fees payable by each class of membership on the recommendation of the Executive. Having regard to the draft budget, the Executive now recommends a \$5.00 increase in the Annual Membership fee and Glider Levy for 2025-2026. The fees would therefore be as follows:

1. Annual Membership Fee and Glider Levy:

(A) GNZ Full Members.

A membership fee at the rate of \$125.00 (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 Fee 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 membership fee and communications levy will be paid.

(B) GNZ Associate Members.

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

(C) GNZ Annual Group Members

An membership 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 membership fee for five flying members of a GNZ Full Member.

(D) GNZ Commercial Members.

- (i) A membership 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 fees shall be set by AGM.*

(E) GNZ Soaring Centre Members.

A membership 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 \$125.00 (including GST), unless exempted by the Executive.

[Definitions: For the purposes of determining liability for the payment of a GNZ membership 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 membership fee purposes.]

2. Entrance Fee:

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

AFFILIATE MEMBER VOTES

Rule 5.14(a): Each Full Member is entitled to one vote for each 25 flying members as recorded by Gliding New Zealand Incorporated at 31 October prior to the meeting or part thereof at General Meetings. **Rule 5.14(b):** Each Annual Group Member, Commercial Member, and Soaring Centre Member is entitled to one vote.

Affiliate Member	Members	Votes	Affiliate Member	Members	Votes
Auckland Aviation SC	39	2	Nelson Lakes GC	18	1
Auckland GC	59	3	Omarama GC	81	4
Canterbury GC	72	3	Omarama Srng Centre	-	1
ATCANZ	-	1	Piako GC	53	3
Gliding HB & Waipuk	17	1	Rotorua GC	4	1
Gliding Manawatu	17	1	South Canterbury GC	11	1
Greytown Srng Centre	-	1	Taranaki GC	17	1
Kaikohe GC	14	1	Taupo GC	34	2
Masterton Srng Club	5	1	Tauranga GC	49	2
Matamata Srng Centre	-	1	Wgtn & Wairarapa GC	63	3
			Total	616	34

Note: The membership numbers above are flying members on 31 October 2024. The total changed to 660 by 31 March 2025.

GNZ BUDGET 2025-2026

General Budget

Year end 2025 was \$4k under budget largely due to Part 149 renewal costs underestimated.

With Sport NZ Funding ceased, we are proposing a \$5 increase in Membership and Glider fees from \$120 to \$125 to help bridge the gap.

Income from NZ Aviation Federation (for Bob Henderson's meeting attendance), has been transferred to Promotions for the House of Science project proposed by NZAF.

Annual Meeting budget has increased to cover extra guest speakers for the Gala Dinner.

Airspace expense is for ADS-B receiver stations that Tim Bromhead is working on.

General expenses includes \$300 for Task Pilot annual hosting fee.

Promotions Budget

The GNZ History Book project is estimated to cost \$30k for Jill McCaw plus \$25k production/printing, a total of \$55k for a print run of 500. The budget is based on 200 book sales this year at the retail price of \$150 (includes GST), cost of goods sold \$22k (\$15k already spent last year), and stock of 300 held for future sales. GNZ expects to profit by \$20 per book.

The House of Science project is covered by the transfer from NZAF distribution.

Safety Promotional Campaign is funds that were granted by CAA in 2023, yet to be spent, but Brian Sharpe has plans for it this year.

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

Laurie Kirkham, GNZ Treasurer

		GLIDING NEW ZEALAND INC			
		General Fund Budget 2025/26			
2024/25				2025/26	
<u>Budget</u>	<u>Actual</u>	<u>Subscriptions</u>		<u>Budget</u>	
900	939		Commercial/Associate etc	900	
15,000	14,962		Communications Levy	15,000	
30,000	30,052		Gliders	31,300	
61,000	55,375		Members	57,700	
3,000	3,463		Youth Glide	3,500	
109,900	104,791				108,400
		<i>Less Allocations to/from Special Funds</i>			
(15,000)	(14,962)		Promotions - Tfr Communications Levy		(15,000)
94,900	89,829				93,400
		<i>Operating</i>			
3,000	3,000		Distribution from NZAF	3,000	
800	630		Engineers Fees	600	
13,000	12,452		Interest	13,000	
2,000	1,327		Surplus - Sale of Badges & Books	1,500	
18,800	17,409	<i>Less Allocations to/from Special Funds</i>			18,100
(3,000)	0		Promotions - Tfr NZAF Distribution		(3,000)
15,800	17,409				15,100
		<i>Grants & Sponsorship</i>			
1,500	1,500		Sport NZ Grant		0
112,200	108,739	TOTAL INCOME			108,500
		Less EXPENDITURE			
		<i>Executive & Management</i>			
35,000	41,088		Administration - Executive Officer	38,500	
14,000	15,412		- Treasurer	15,000	
2,100	2,375		Auditing	2,400	
10,000	14,253		Travelling Expenses - Executive	10,000	
6,500	4,588		Annual Meeting - Expenses	9,500	
1,200	1,110		- Annual Report	650	
68,800	78,826				76,050
		<i>Committees</i>			
500	3,617		Airspace Committee Expenses	2,000	
2,000	3,267		Airworthiness Committee Expenses	3,500	
4,500	3,162		Operations Officer Expenses	3,500	
4,600	3,993		National Membership - Register	4,000	
2,500	2,500		- Awards	2,500	
0	670		Sailplane Racing Committee Expenses	0	
14,100	17,209				15,500
		<i>Representation</i>			
2,800	2,882		FAI Affiliation	2,900	
0	0		NZAF Meetings	0	
900	705		Subscriptions - NZAF, OSTIV, RNZAC	900	
3,700	3,587				3,800

		<i>Operating Expenses</i>			
12,000	10,743		CAA Charges	3,000	
75	75		Communications - Zoom Meetings	75	
1,200	1,710		General Expenses	1,500	
7,500	0		Glider Trailer Dimensions	7,500	
1,300	1,055		Insurance	1,100	
3,500	1,640		Website Development	2,000	
3,000	3,463		Youth Glide Affiliation Fees	3,500	
28,575	18,686				18,675
		<i>Grants & Concessions</i>			
400	39		Youth Glide Fees under 26 and working	0	
2,500	0		Youth Soaring Development	0	
2,900	39				0
118,075	118,347	TOTAL EXPENDITURE			114,025
(5,875)	(9,609)	EXCESS INCOME OVER EXPENDITURE			(5,525)
		Promotions Fund Budget 2025/26			
2024/25		INCOME		2025/26	
<u>Budget</u>	<u>Actual</u>			<u>Budget</u>	
15,000	14,962		Communications Levy	15,000	
1,500	1,560		Donations	1,500	
0	0		GNZ History Book Sales	26,000	
400	752		Interest	700	
0	0		Tfr Distribution from NZAF	3,000	
16,900	17,274				46,200
		Less EXPENDITURE			
400	93		FAI Awards	400	
400	630		First Competition Awards	400	
1,680	0		Gliding Community Development	0	
0	15,000		GNZ History Book	7,000	
0	0		House of Science Project	3,000	
5,000	824		Membership Development Committee	1,000	
2,000	1,655		Promotional Advertising	2,000	
5,000	0		Safety Promotional Campaign	5,000	
14,480	18,203				18,800
2,420	(929)				27,400
		<i>Less Allocations to/from Special Funds</i>			
2,420	(929)		Transfer to Newsletter Reserve Fund		27,400
0	(0)	EXCESS INCOME OVER EXPENDITURE			0

CONTEST PILOTS' MEETING SUNDAY 15 JUNE 2025 10:00am

Agenda

Item 1 – Attendance List:

Item 2 - Apologies:

Item 3 – Chairman's 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	Term ending
Nick Oakley	Term ending
Keiran Cassidy	Term ending – happy to stay on
John Robertson	1 year remaining
Mark Wilson	1 year remaining
Ross Gaddes	1 year remaining.

Item 5 - Minutes of the Previous AGM Pilots Meeting:

The minutes of the previous AGM meeting held 9 June 2024 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:

Item 9 – Rules:

No rule changes are proposed.

Item 10 – Approval 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>

Competition Venues and Dates 2025-2026 Season			
Contest	Location	Start	Finish
Northern Regionals	Taupo	29/11/2025	6/12/2025
South Island Regionals	Omarama	2/01/2026	10/01/2026
Multiclass Nationals	Matamata	31/01/2026	8/02/2026
Club class nationals	Drury	02/01/2026	10/01/2026
Central Districts Regionals	Waipukurau	14/02/2026	21/02/2026
NZ Grand Prix	Matamata	7/03/2026	15/03/2026

Item 11 – Discussion of SRC/GNZ Sanctioned Competition Venues and Dates for 20256/2027 season:

As per GNZ website:

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

Item 12 – Discussion topic

Will NZ continue to have an ICG ranking for its pilots?

It was discussed at the Nationals in Omarama with overwhelming number saying we should no longer be doing this. For cost and what we get from it not being worthwhile.

The SRC needs to do more research into the how or if this may affect NZ pilots for international competitions if this was to happen.

Item 13 – General Business

Closure:

Sailplane Racing Committee – Chairperson’s Report

Survey Insight: As many of you will know, we ran a survey earlier this year—repeating one that had been conducted a few years ago. This year’s survey received 245 responses, with 34% of respondents having never flown in a competition before. As a result, some questions were not applicable to that group; however, their responses gave us valuable insight into why they haven’t yet participated in competitions.

The remaining respondents had flown in at least one competition in the past ten years. The most cited barriers to entry were time and cost, followed closely by a lack of confidence in their own flying skills. Notably, a strong majority indicated a preference for competitions lasting seven days or fewer, and most favoured holding events in January or February.

Among current competitors, competitions were generally viewed as offering good value for money. Additionally, 72 respondents said they would be more likely to enter if they had the opportunity to fly in a two-seat glider with a coach. There was also a significant interest—40% of respondents—in having their own clubs run weekend competitions.

In light of this feedback, the SRC encourages clubs to consider offering two-seat coaching as part of their competition planning, as we believe this could help lower the barriers to entry and grow participation across the board.

Contest Summary: Overall, we've seen a positive trend in contest participation. At this year's Nationals in Omarama, the SRC reintroduced the Wills Cup Trophy, awarded to the highest unhandicapped winner in the Open Class. This trophy is awarded alongside the current handicap Open Class competition.

	24/25	23/24	22/23	21/22	20/21	19/20	18/19	17/18
Southern Regionals	30	15	12	19	22	10 8	30	29
Northern Regionals	22	20	Cancelled by weather	Cancelled by weather	25	23	15	25
Central Regionals	15	21	Cancelled by weather	35	45	30	21	20
Nationals	26	32	11	37	19	30	17	27
Club Class Nationals	15	8	20	Cancelled	18	See above	12	10
Grand Prix	21	21	20	22	10	12	Not held	Not held
Springfield comp	27		15	22	23		11	19

Congratulations to all the contest winners this year. All the NZ contest results can be found on Soaring Spot.

https://www.soaringspot.com/en_gb/search/?q=New+Zealand&page=1&country=NZ

IGC Rankings: This is the 7th 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. Ben Flewett 2. John Coutts 3. Brett Hunter 4. Keith Essex 5. John Robertson

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

Rule changes: There were no significant rule changes for the 2024/2025 season, and we don't anticipate there being any rule changes for the 2025/2026 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.

I would also like to wish Mike Strathern best of luck who is currently representing NZ at the worlds in the Czech Republic and to all other competitors for the 25/26 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.

2024 recipient – Mike Strathern, Nelson Lakes

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

2024 recipient – Nigel Davy, 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.

2024 recipient – Murray Wardell, Auckland

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

2024 recipient – Alain Marcuse, Wellington

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.

2024 recipients – North Island – Sarel Venter, Piako

– South Island – Tuulianna Laukkanen, Omarama

Buckland Soaring Award: Awarded annually to the highest scoring New Zealand resident in the New Zealand division of the Aerokurier Online Contest (OLC) for the previous season. OLC rules and handicaps are used. There are two divisions; one for soaring flights commencing in the North Island and the other for soaring flights commencing in the South Island. The winning pilots stand down for the following two seasons.

2024 recipients – North Island – David Jensen, Piako

– South Island – Gavin Wrigley, Omarama

Rothmans Challenge Gold Cup: Awarded to the New Zealander operating in New Zealand who has attained the highest handicapped speed over a FAI 28%, 300 km triangular course. Current GNZ handicaps will be used and the general conditions and documentation requirements for record flights under the FAI Sporting Code apply.

2024 recipient – Not awarded.

PAST ANGUS & FRIENDSHIP AWARD WINNERS

The Angus Rose Bowl

1975	Jack Hanlon
1976	Wynn Craven & Geoff Ferner
1977	Len Thompson
1978	Ted Ashwell
1979	Russell McDowall
1980	John Roake
1981	Jim Harkness
1982	Noel Jones
1983	Ian Pryde
1984	Ross Macintyre
1985	Max Stevens
1986	Roger Harris
1987	Bruce Cunningham
1988	Bill Walker
1989	Richard Halstead
1990	Mo Wills
1991	Sandy Norman
1992	Bob Henderson
1993	Bob Struthers (posthumously)
1994	Tony Timmermans
1995	John Roake, Bill Walker, Bob
	Henderson, Mark Aldridge,
	Wayne
1996	Wilson (WGC Directors)
	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
2024	Mike Strathern	2024	Nigel Davy

Building a Sustainable Membership

COMMUNICATE

COOPERATE

AVIATE