

Minutes of the pilots meeting held at the James Cook Hotel on 10/6/6 commencing at 10.20 am.

Present – R Sparks, T Nan Dyk, K Morgan, G Wills, B Flewett, T Terry.

The annual report was presented by R Sparks and accepted Sparks/Van Dyk.

Committee – per email vote members are B Flewett, G Wills, R Gaddess, T Terry, D Dickinson, K Morgan

Minutes of 11/6/5 were read and confirmed. Flewett/Morgan

Matters arising:

There was discussion regarding costs for services of organizers at competitions. During the 05/6 Nationals a bill for professional services was presented part way through the contest. The matter was settled but it raised issues as to how organizers handle costs at future competitions. The option of reimbursing organizers for costs was discussed. It was decided that authority to make such decisions needed to be left to local organizers as funding was a significant problem.

The new records structure is now in place for the coming season. Nick Wisnewsky gave a presentation on new classes which now include classes for both males and females. Details on new classes are now available on the GNZ Website. A new “Senior Official Observer Rating” has been introduced for observers of world records. Concerns were expressed regarding new requirements. Max Stevens and John Roake explained the reasons for the new requirements.

Nominations for the Tasman Trophy were called for.

The Jan 1 start date for the 2006/7 Nationals was discussed. The decision regarding this start date is to be left to the OSC as the event organizers.

CUSON. Van Dyk reported that the CUSON is currently broken. He also noted that internet based met services are now very good and sort direction from the group as to whether the CUSON should be repaired. It was decided that the CUSON should be repaired.

A remit was presented by Trevor Atkins seeking specific representation of the PW5 class on the SRC. Seconded – G Harrison. Atkins felt that currently the PW5 class was not well represented on the committee as evidenced by the committee’s failure to act in a timely fashion to set dates for the World Class Nationals last year. T Terry felt that the current committee held responsibility for all classes and that all classes are currently well represented. Terry offered to take responsibility for representing the interests of World Class pilots. This offer was accepted and the remit was withdrawn.

Discussions were held around the future of the Sports Class and it was decided that future Sports class competitions will always be held at Matamata.

R Edwards raised the issue of the requirement of a Silver C qualification for entry to Nationals competitions. Much discussion was held on this subject. R Sparks surmised the feeling of the meeting to be that the entry criteria for Nationals should be either a Silver C or previous participation in a Regional competition. This subject is to be discussed at pilots meetings during the coming season.

As a result of discussions at the pilots meetings during the past year R Sparks proposed that the required time below a nominated height prior to start be reduced from 2 minutes to 5 minutes. Seconded – Van Dyk. Carried.

Peter Higginbotham spoke on NZ participation at World Gliding Championships noting the reduced numbers of NZ representatives. Ben Flewett also spoke on the challenges of training to an international standard.

The subject of the duration of National Championships was raised. The current rules stipulate that National Championships must be held Mon to Fri for a total of 12 days. Edwards felt that as South Island pilots were not attending Matamata competitions it should be left to organizers to set start/finish dates. Feedback to be sort from pilots meetings during the year.

R Edwards gave a presentation on the secrets of a good competition from the perspective of a Competition Director.

Dates for the coming season were set. To be published to the GNZ Website.

R Bigger proposed that the minutes of the SRC be included in the AGM mailout. Seconded R Gore. Carried.

The subject of FLARM was raised as some countries now require devices to be carried by all competition pilots. B Flewett felt that it was too soon to consider this in NZ as the international aviation community had yet to establish standards for FLARM.